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National Aeronautics and Space Administration

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STAR (N-10000 Series) N80-16023 - N80-17980

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AERONAUTICAL ENGINEERING

A Continuing Bibliography Supplement 122

A selection of annotated references to unclassified reports and journal articles that were introduced into the NASA scientific and technical information system and announced in April 1980 in

- Scientific and Technical Aerospace Reports (STAR)
- International Aerospace Abstracts (IAA).

INTRODUCTION

Under the terms of an interagency agreement with the Federal Aviation Administration this publication has been prepared by the National Aeronautics and Space Administration for the joint use of both agencies and the scientific and technical community concerned with the field of aeronautical engineering. The first issue of this bibliography was published in September 1970 and the first supplement in January 1971. Since that time, monthly supplements have been issued.

This supplement to Aeronautical Engineering -- A Continuing Bibliography (NASA SP-7037) lists 303 reports, journal articles, and other documents originally announced in April 1980 in Scientific and Technical Aerospace Reports (STAR) or in International Aerospace Abstracts (IAA).

The coverage includes documents on the engineering and theoretical aspects of design, construction, evaluation, testing, operation, and performance of aircraft (including aircraft engines) and associated components, equipment, and systems. It also includes research and development in aerodynamics, aeronautics, and ground support equipment for aeronautical vehicles.

Each entry in the bibliography consists of a standard bibliographic citation accompanied in most cases by an abstract. The listing of the entries is arranged in two major sections, IAA Entries and STAR Entries, in that order. The citations, and abstracts when available, are reproduced exactly as they appeared originally in IAA and STAR, including the original accession numbers from the respective announcement journals. This procedure, which saves time and money, accounts for the slight variation in citation appearances.

Three indexes -- subject, personal author, and contract number -- are included. An annual cumulative index will be published.

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TABLE OF CONTENTS

IAA Entries	
Subject Index	· · · · · · · · · · · · · · · · · · ·
Personal Author	Index
	r Index
TYPICAL	CITATION AND ABSTRACT FROM STAR
NASA SPONSORED	·
NASA ACCESSION	→ N80-10148*# Northwestern Univ., Evanston, III. Transportation
NUMBER	Center. FACTORS AFFECTING THE RETIREMENT OF COM- MERCIAL TRANSPORT JET AIRCRAFT Frank A. Spencer Aug. 1979_296 p refs CORPORATE SOURCE
TITLE -	(Grant NsG-2149) (NASA-CR-152308) Avail: NTIS HC A13/MF A01 ← PUBLICATION
AUTHOR —	The historical background of the technology and economics of aircraft replacement and retirement in the prejet era is reviewed in order to determine whether useful insights can be obtained
CONTRACT	applicable to the jet era. Significant differences between the two periods are noted. New factors are identified and examined.
OR GRANT	Topics discussed include concern over current policies regarding deregulation, regulatory reform, and retroactive police regulations:

TYPICAL CITATION AND ABSTRACT FROM IAA

financing and compliance legislation; aging; economic environment

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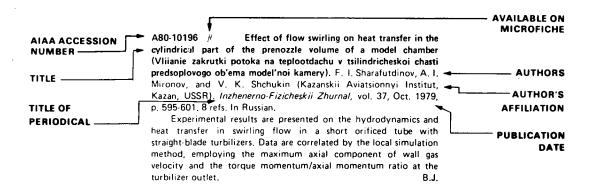
and a financial perspective of replacement decisions.

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AERONAUTICAL ENGINEERING

A Continuing Bibliography (Suppl. 122)

MAY 1980

IAA ENTRIES

A80-21052 # Determination of start-up pressure losses for gas-turbine engine compressors (Opredelenie poter' davleniia kompressora GTD na rezhimakh puska). L. I. Slobodianiuk and V. I. Daineko (Sevastopol'skii Priborostroitel'nyi Institut, Sevastopol, Ukrainian SSR). Energetika, vol. 22, Oct. 1979, p. 97-99. In Russian.

In order to calculate the start-up conditions for gas-turbine engines with several compressors, it is necessary to know the hydraulic resistance of the compressors. In the present paper, an expression for calculating the hydraulic resistance is derived. It can be used to calculate the influence of air temperature and pressure at the compressor inlet and the Mach number (or any other gasdynamic function expressed in terms of the Mach number) in the basic section under rated conditions for calculating the gasdynamic characteristics of a given compressor.

V.P.

A80-21096 # Vibrations of a rotating deformable disk (Kolebaniia vrashchaiushchegosia deformiruemogo diska). M. lu. Ochan. Akademiia Nauk SSSR, Izvestiia, Mekhanika Tverdogo Tela, Sept.-Oct. 1979, p. 65-71. In Russian.

An expression for the critical spinning rate is derived for a tape-wound rotor consisting of a large number of concentric rings held together by a binder. It is shown that even for a perfectly balanced rotor of ideal geometry, uniformly distributed radial tensile stresses, induced by spinning, will act on the filler, causing it to fail (by layer separation) at high speeds. A means of avoiding failure, is to use binders with a very small modulus of elasticity, however, a lower limit on the modulus of elasticity is placed by resonance considerations, since in the presence of resonance, even the smallest imbalance will lead to failure of the binder and the rotor itself. V.P.

A80-21120 * # Some dynamic and time-averaged flow measurements in a turbine rig. L. N. Krause and G. C. Fralick (NASA, Lewis Research Center, Cleveland, Ohio). ASME, Transactions, Journal of Engineering for Power, vol. 102, Jan. 1980, p. 223, 224, 5 refs.

Four types of sensors were used to make both dynamic and time-averaged flow measurements in a cold turbine rig to determine the magnitude of errors in time-averaged total-pressure measurement at a station 5 1/2 blade cords downstream from the rotor. The errors turned out to be negligible. The sensors and their intended use are discussed. (Author)

A80-21121 Airport capacity and delays. G. F. Newell (California, University, Berkeley, Calif.). *Transportation Science*, vol. 13, Aug. 1979, p. 201-241. 6 refs.

A survey and critique of existing literature on airport capacity is presented. The purpose is to describe how the capacity of a runway configuration depends on the strategy for sequencing various types of operations such as heavy or light arriving or departing aircraft, as

well as the runway geometry and the instrument flight rules. Attention is given to the formulas for traffic flows and aircraft capacities. C.F.W.

A80-21122 * # A spin-recovery parachute system for light general aviation airplanes. C. F. Bradshaw (NASA, Langley Research Center, Hampton, Va.). NASA Langley Research Center, Aerospace Mechanisms Symposium, 14th, Hampton, Va., May 1, 2, 1980, Paper. 16 p.

A tail-mounted spin-recovery parachute system has been designed and developed by the NASA Langley Research Center for use on light general aviation airplanes. The system was designed for use on typical airplane configurations, including low-wing, high-wing, single- and twin-engine designs. A mechanically triggered pyrotechnic slug gun is used to forcibly deploy a pilot parachute which extracts a bag that deploys a ring-slot spin-recovery parachute. The total system weighs 8.2 kg (18 lb). System design factors included airplane wake effects on parachute deployment, prevention of premature parachute deployment, positive parachute jettison, compact size, low weight, system reliability, and pilot and ground crew safety. Extensive ground tests were conducted to qualify the system. The recovery parachute has been used successfully in flight 17 times. (Author)

A80-21126 Composite materials: Testing and design; Proceedings of the Fifth Conference, New Orleans, La., March 20-22, 1978. Conference sponsored by the American Society for Testing and Materials. Edited by S. W. Tsai (USAF, Materials Laboratory, Wright-Patterson AFB, Ohio). Philadelphia, Pa., American Society for Testing and Materials (ASTM Special Technical Publication, No. 674), 1979. 696 p. \$52.50.

The Conference focused on composite applications, design and data, testing and evaluation, environmental effects, fatigue, physiochemical properties, and failure mechanisms. Papers were presented on composites for aerospace applications, minimum weight design in double-layer panels: sheet molding compound vs steel, fabrication and nondestructive evaluation of an advanced composite foil test component, effect of near-visual damage on the properties of graphite/epoxy, dispersion of elastic waves and the nondestructive testing of composites, environmental effects on epoxy matrix composites, fatigue behavior and life prediction of composite laminates, physiochemical characterization of composites and quality control of raw materials, fatigue damage in boron-aluminum and delamination crack growth in unidirectional fiber-reinforced composites under static and cyclic loading.

A.T.

A80-21127 Composites for aerospace applications. S. J. Dastin (Grumman Aerospace Corp., Bethpage, N.Y.). In: Composite materials: Testing and design; Proceedings of the Fifth Conference, New Orleans, La., March 20-22, 1978. Philadelphia, Pa., American Society for Testing and Materials, 1979, p. 5-13. 5 refs.

A review of composites for aerospace applications is presented. Advanced composites have been established as a primary structural material for aerospace applications, and large volume applications for graphite and aramid fibers are forecast. Current U.S. military aircraft, such as F-14, F-15, and F-16, utilize composites for empennage components, and future commercial aircraft will use these materials to reduce weight and save fuel. Composites were utilized to fabricate the payload bay doors for the Space Shuttle Orbiter, and composite tubular structures of near-zero thermal coefficient were used for the large space telescope; other aircraft areas being evaluated for composite application are floor beams, decks, and engine components.

A.T.

A80-21129 Advanced composite material applications to F-14A structure. H. Forsch (Grumman Aerospace Corp., Bethpage, N.Y.). In: Composite materials: Testing and design; Proceedings of the Fifth Conference, New Orleans, La., March 20-22, 1978.
Philadelphia, Pa., American Society for Testing and Materials, 1979, p. 30-39.

This paper presents a review of the advanced composite material applications to the F-14 aircraft. These composite applications include the boron/epoxy horizontal stabilizer, and the hybrid advanced composite over-wing fairing and main landing gear door. A brief design review of each of these components is presented together with the program payoffs. A summary of composite horizontal stabilizer production and service experience also is presented and compared to typical metal aircraft service data. (Author)

A80-21130 * Characterization of graphite/epoxy laminates for aeroelastic tailoring. P. Shyprykevich (Grumman Aerospace Corp., Bethpage, N.Y.). In: Composite materials: Testing and design; Proceedings of the Fifth Conference, New Orleans, La., March 20-22, 1978. Philadelphia, Pa., American Society for Testing and Materials, 1979, p. 40-56. 6 refs. Contract No. NAS1-14759.

A study of interaction between wing bending and twist by graphite/epoxy anisotropic laminates used in aircraft wing skins is presented. The laminates were used as covers for subscale box beams supported as a cantilever and tested in tip shear and tip torque, measuring beam response with a reflected light technique. The results indicated that the in-plane stiffness properties of anisotropic laminates can be predicted if the layer properties of the composite materials are known; thus, the coupled bending/twist response of wing type structures made from these laminates can be determined provided the limits of the laminate linear behavior are not significantly exceeded.

A.T.

A80-21136 Fatigue data on a variety of nonwoven glass composites for helicopter rotor blades. J. W. Davis and G. J. Sundsrud (3M Co., Industrial Specialties Div., St. Paul, Minn.). In: Composite materials: Testing and design; Proceedings of the Fifth Conference, New Orleans, La., March 20-22, 1978.

Philadelphia, Pa., American Society for Testing and Materials, 1979, p. 137-148.

The paper examines fatigue test data to determine the effects of the nonwoven glass composite raw material variables on properties required for helicopter rotor blades. Thirty alternating stress vs cycles to failure (S-N) curves were developed for the glass type, glass fiber finish, suppliers, fiber bundle size, and resins used for glass fiber/epoxy composites. The S-N curves indicated differences in the reproducibility and data scatter for a unidirectional, 0-deg, and a bias, plus or minus 45 deg orientations in tensile-tensile fatigue tests, with the 0-deg producing greater data scatter, and the 45-deg giving greater spread between variables. Finally, significant differences due to glass finish, fiber bundle size, and resins were observed.

A.T.

A80-21224 * # Toward new small transports for commuter airlines. D. J. Giulianetti and L. J. Williams (NASA, Ames Research Center, Moffett Field, Calif.). Astronautics and Aeronautics, vol. 18, Feb. 1980, p. 16-25. 7 refs.

The article discusses the results of a survey of commuter airline operators and large and small airframe manufacturers conducted by the Small Transport Aircraft Technology Office of the NASA Ames Research Center. Attention is given to economic concerns of the operator and manufacturer, as well as social concerns of the passenger, community, and system. Discussion also covers research and technology opportunities for improving commuter aircraft, and provides a background of information on the commuter and short-haul local-service air carriers, regulations pertaining to their aircraft, and operations, overall airline interfaces, and facility requirements.

A80-21225 * # Small Transport Aircraft Technology. T. L. Galloway (NASA, Ames Research Center, Moffett Field, Calif.). Astronautics and Aeronautics, vol. 18, Feb. 1980, p. 26-35.

The article surveys the results of the NASA-instituted Small Transport Aircraft Technology (STAT) research effort aimed at generating advanced technologies for application to new small, short haul transports having significantly better performance, efficiency, and environmental compatibility. Discussion covers fuselage designs and bonded aluminum-honeycomb wing construction which reduces the number of parts and fasteners, and gives a smoother outer contour. Topics discussed include: advanced aluminum alloys, composite primary structures, propellers, engine components, icing protection, avionics, flight controls, aerodynamics, and gust load alleviation.

A80-21228 * # Aerobraking and aerocapture for planetary missions. J. R. French and M. I. Cruz (California Institute of Technology, Jet Propulsion Laboratory, Pasadena, Calif.). Astronautics and Aeronautics, vol. 18, Feb. 1980, p. 48-55, 71. Contract No. NAS7-100.

The paper examines the utilization of aerodynamic forces to capture a vehicle into a closed orbit and/or to modify an orbit. Attention is given to two techniques: aerobraking which uses drag during successive passes through the upper atmosphere to circularize a highly elliptical orbit, and aerocapture which transfers a vehicle into a closed stable orbit from a hyperbolic flyby trajectory. Sample missions employing both techniques are discussed.

M.E.P.

A80-21232 Analysis of two-dimensional interactions between shock waves and boundary layers. T. C. Adamson, Jr. and A. F. Messiter (Michigan, University, Ann Arbor, Mich.). In: Annual review of fluid mechanics. Volume 12. Palo Alto, Calif., Annual Reviews, Inc., 1980, p. 103-138. 150 refs.

The paper reviews recent analytical and numerical results on the interaction of shock waves and boundary layers. Shock wave interaction with laminar boundary layers is considered with emphasis on the asymptotic theory of free interactions, incident oblique shock waves, and corners and steps. Asymptotic and numerical methods for treating interaction with turbulent boundary layers are also discussed. Some experimental results on the interactions are also examined.

A80-21233 Transonic flow past oscillating airfoils. H. Tijdeman (Nationaal Lucht- en Ruimtevaartlaboratorium, Amsterdam, Netherlands) and R. Seebass (Arizona, University, Tucson, Ariz.). In: Annual review of fluid mechanics. Volume 12.

Palo Alto, Calif., Annual Reviews, Inc., 1980, p. 181-222. 90 refs. Research supported by the Nationaal Lucht- en Ruimtevaartlaboratorium, U.S. Air Force, and U. S. Navy.

The nature of transonic flow past oscillating airfoils is described, and recent developments concerning unsteady transonic flow calculations are reviewed. Experimental results are examined and used to illustrate the interaction between steady and unsteady flow fields, the periodic motion of shock waves, and the effects of frequency and amplitude of oscillation. Attention is then given to the inviscid equations forming the basis of the various theoretical methods.

Viscous effects and calculation methods are also discussed. Finally, the current status of the field is reviewed and expected developments are examined.

B.J.

A80-21238 Reliability of aircraft mechanical systems and equipment; Proceedings of the Conference, London, England, September 20, 1978. Conference sponsored by the Institution of Mechanical Engineers, Ministry of Defence, and Royal Aeronautical Society. London, Mechanical Engineering Publications, Ltd. (I Mech E Conference Publications, No. 1978-9), 1978. 41 p. \$15.

The paper deals with reliability of aircraft mechanical systems and equipment with emphasis placed on military aircraft. The nature of aircraft and complex system reliability and maintainability characteristics are studied along with the reliability of various fuel, hydraulic, and air conditioning components. A study of the installed environment of various equipment in military aircraft is presented as well as an investigation into reliability and cost of ownership of the Plessey air motor servo unit.

A80-21239 The nature of aircraft and complex system reliability and maintainability characteristics. P. H. Reed (Ministry of Defence /Procurement Executive/, London, England). In: Reliability of aircraft mechanical systems and equipment; Proceedings of the Conference, London, England, September 20, 1978.

London, Mechanical Engineering Publications, Ltd., 1978, p. 1-9. 8 refs. Research supported by the Ministry of Defence (Procurement Executive).

The paper describes Operational Reliability Trials (1961-1968) of a wide range of UK military aircraft. Several generalized reliability and maintainability (R and M) characteristics applicable to aircraft and aircraft systems are determined. The trials undertaken are briefly discussed, the nature of the R and M characteristics found, and their implication for economic complex systems reliability demonstration testing is outlined.

V.T.

A80-21240 Investigation into the reliability of various fuel; hydraulic and air conditioning components in military aircraft. G. Jones (British Aerospace, Brough, Yorks., England). In: Reliability of aircraft mechanical systems and equipment; Proceedings of the Conference, London, England, September 20, 1978.

London, Mechanical Engineering Publication, Ltd., 1978, p. 11-16. Research supported by the Ministry of Defence (Procurement Executive).

British Aerospace Brough have been engaged in a study, funded by Ministry of Defence (Procurement Executive), which has reviewed the life history of a number of mechanical systems and components used on military aircraft. The investigation concentrated on the engineering causes of unreliability in service, rather than reviewing statistical data. The study covered all aspects of the specification, design, testing and operational use of components employed in the fuel, hydraulic and air systems. It has been possible to identify the major causes of unreliability in service, and to make recommendations as to which part of the design process needs to be improved in order to reduce life cycle costs. (Author)

A80-21241 Investigation into the reliability and cost of ownership of the Plessey air motor servo unit - Type 306. P. G. Haite (Plessey Aerospace, Ltd., Titchfield, Hants., England). In: Reliability of aircraft mechanical systems and equipment; Proceedings of the Conference, London, England, September 20, 1978.

London, Mechanical Engineering Publications, Ltd., 1978, p. 31-37. Research supported by the Ministry of Defence (Procurement Executive).

The reliability and cost of ownership of an air motor servo unit have been analyzed to provide information which may be used in compiling the specifications for future similar technical components. The air motor servo unit is a major mechanical component used to control engine nozzle position on the Harrier aircraft. Description of

the unit is presented along with design philosophy, development, service, defect, and modification history. It is noted that technical and commercial specifications for mechanical systems should be closely linked to ensure that reliability objectives are clearly stated and pursued throughout the life of the aircraft to the benefit of the total cost of ownership.

V.T.

A80-21255 # Calculation of the aerodynamic characteristics of an aircraft at supersonic speeds (Raschet aerodinamicheskikh kharakteristik samoleta pri sverkhzvukovykh skorostiakh). N. A. Kudriavtseva and N. G. Lavrenko. *TsAGI, Uchenye Zapiski,* vol. 9, no. 1, 1978, p. 11-18. 14 refs. In Russian.

A method is proposed for calculating the aerodynamic behavior of an aircraft both in steady motion and in the case of variable kinematic parameters, such as the angle of attack and angular velocity, from harmonic laws with vanishing Strouhal numbers. The velocity potential of sources situated in one of the datum planes is determined. The accuracy of the aerodynamic computations is assessed on the basis of the reciprocity theorem. The computed loads, forces, and moments are compared with experimental data.

V.P.

A80-21260 # Improvement of control system dynamics of means of additional hydraulic load feedback (Uluchshenie dinamiki sistemy upravleniia s pomoshch'iu dopolnitel'noi obratnoi sviazi po nagruzke slediashchego gidroprivoda). A. F. Beliakov, lu. A. Boris, L. M. Koriakin, and M. I. Rabinovich. *TsAGI, Uchenye Zapiski*, vol. 9, no. 1, 1978, p. 57-70. 7 refs. In Russian.

The paper presents a computer-aided analysis of the dynamics of hydraulic control servomechanisms. Using a minimum of simplifying assumptions, it is shown that the speed of operation, damping, and dynamic precision of hydraulic servomechanisms can be considerably improved by introducing an additional load feedback.

V.P.

A80-21264 # A nonlinear problem of static aeroelasticity (Nelineinaia zadacha staticheskoi aerouprugosti). lu. P. Nushtaev. *TsAGI, Uchenye Zapiski*, vol. 9, no. 1, 1978, p. 92-100. In Russian.

A numerical analysis is carried out for steady inviscid transonic flow over an elastically fixed wing profile with aileron. The behavior of the angle of elastic rotation of the wing profile, caused by changes in the freestream Mach number, is studied for wing profile under an angle of attack. The influence of elasticity on the efficiency of a wing with aileron is evaluated.

V.P.

A80-21272 # A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow (Panel'nyi metod rascheta nagruzok, deistvuiushchikh na krylo, sovershaiushchee garmonicheskie kolebaniia v dozvukovom potoke). P. M. Gostev, A. S. Kutin, and V. V. Mozzhilkin. TsAGI, Uchenye Zapiski, vol. 9, no. 2, 1978, p. 27-35. 14 refs. In Russian.

A numerical method is proposed for solving the integral equation for the velocity-potential jump on a lifting surface performing small harmonic oscillations in subsonic flow. An algorithm which makes it possible to carry out the calculations using arbitrary trapezoidal panels is outlined. The pressure differential on rectangular and swept wings is calculated for various mode shapes of vibration over a range of Mach and Strouhal numbers. The rapid convergence of the method is demonstrated by examples.

A80-21276 # Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation (Primenenie variatsionno-raznostnogo metoda priamykh k raschetu deformatsii sredinnoi poverkhnosti kryla). V. A. Belous. TsAGI, Uchenye Zapiski, vol. 9, no. 2, 1978, p. 87-93. 5 refs. In Russian.

In the present paper, the variational-difference method of straight lines is used to calculate the stress-strain state of the middle surface of a small-aspect wing. The basic relations of the method are examined, and the accuracy of the method is assessed from data obtained for triangular cantilever plates.

V.P.

A80-21279 # Development of a program for controlling the angle of bank of an orbital aircraft during entry into the atmosphere (Postroenie programmy upravleniia uglom krena orbital'nogo samoleta pri spuske v atmosfere). N. A. Odinenko, V. P. Plokhikh, lu. V. Shiranov, and L. M. Shkadov. TsAGI, Uchenye Zapiski, vol. 9, no. 2, 1978, p. 117-121. In Russian.

Some aspects of selecting the control law for the angle of bank at reentry for a shuttle-type craft with an aspect ratio greater than unity are discussed. The control law deduced from the analysis is shown to provide a near-threshold lateral range of descent at which a certain level of aerodynamic heating is not exceeded.

V.P.

A80-21283 # Calculation of the flow past a body of arbitrary configuration, moving in an ideal fluid above a flat surface (Raschet obtekaniia tela proizvol'noi formy, dvizhushchegosia v ideal'noi zhidkosti nad ploskim ekranom). S. V. Egoshin. *TsAGI, Uchenye Zapiski*, vol. 9, no. 3, 1979, p. 1-9. 7 refs. In Russian.

In the present paper, a method proposed by Maslov and lushin (1976) for calculating flows over three-dimensional fuselages is applied to the calculation of potential flow about arbitrary body shapes near a plane wall. The wall effect is simulated by a mirror-image body. The method is based on the assumption of a continuous distribution of sources and sinks over the body. The integral equation derived is solved by the method of successive approximations. The pressures at the wall and at the surface of an aircraft fuselage are calculated.

A80-21286 # Hypersonic slipflow of a viscous gas over a slender delta wing (Obtekanie giperzvukovym potokom viazkogo gaza tonkogo treugol'nogo kryla so skol'zheniem). G. N. Dudin. TsAGI, Uchenye Zapiski, vol. 9, no. 3, 1979, p. 30-35. 7 refs. In Russian.

A numerical solution is obtained of the laminar boundary layer equations for a slender delta wing situated in a hypersonic viscous gas stream with a finite angle of sideslip. Global solutions of the three-dimensional boundary layer equations are also given. It is shown that in the presence of an angle of sideslip, local zones in which the boundary layer equations are not applicable do not appear and that a sufficiently smooth solution can be obtained over the entire wing surface.

V.P.

A80-21287 # Influence of an entropy layer on boundary layer separation in hypersonic flow (Vliianie entropiinogo sloia na otryv pogranichnogo sloia v giperzvukovom potoke). V. la. Neiland and L. A. Sokolov. *TsAGI, Uchenye Zapiski,* vol. 9, no. 3, 1979, p. 36-44. 8 refs. In Russian.

The analysis deals with the hypersonic flow of a viscous gas over a plate of finite length, parallel to the oncoming flow. It is assumed that a flap at the trailing edge of the plate is deflected through a small angle to the flow, and that an entropy layer (i.e., a region of inviscid flow in which the stagnation enthalpy is the same as in the hypersonic flow, while the stagnation pressure and density are much smaller than their values in the hypersonic flow) is situated between the boundary layer and the flow. The influence of the entropy layer on the flow is studied for flap deflection angles at which boundary layer separation just sets in.

A80-21293 # Determination of the aerodynamic characteristics of a flight vehicle from onboard measurement data (Opredelenie aerodinamicheskikh kharakteristik letatel'nogo

apparata po rezul'tatam bortovykh izmerenii). A. V. Bobylev and M. P. Burmistrov. *TsAGI, Uchenye Zapiski*, vol. 9, no. 3, 1979, p. 94·104. In Russian.

A data processing technique is proposed for determining the aerodynamic characteristics of a flight vehicle on the basis of data obtained by dropping a scale model of the flight vehicle from an aircraft. The technique is based on the use of Wenzel's (1958) method of canonical expansions and on the assumption that the motion of the scale model is purely plane and rotational, which makes it possible to cover the entire range of angles of attack. Qualitative and quantitative instrument error estimates are obtained.

A80-21294 # Some parametric relations for designing largeaspect wings (Nekotorye parametricheskie zavisimosti dlia konstruktsii kryla bol'shogo udlineniia). V. M. Frolov. TsAGI, Uchenye Zapiski, vol. 9, no. 3, 1979, p. 105-112. In Russian.

The paper deals with the problem of designing a large-aspect wing when the planform geometry (i.e., the chord function, area, span, etc.) is known and the permissible stresses are determined from strength, stability, and service life considerations. The analysis is limited to the derivation of parametric relations which reveal the influence of the individual requirements or their combinations. V.P.

A80-21295 # Flow over a plate in the presence of a vortex sink (Obtekanie plastinki v prisutstvii vikhrestoka). lu. A. Gorelov and G. A. Pavlovets. *TsAGI*, *Uchenye Zapiski*, vol. 9, no. 3, 1979, p. 113-120. 5 refs. In Russian.

The present analysis deals with the flow of an ideal fluid over a wing with a sharp trailing edge in the presence of a 'vortex sink' formed by spanwise blowing over the trailing edge flaps and control surfaces. The solution obtained is seen to be useful for analyzing the characteristics of flows over lifting surfaces with spanwise blowing at their suction side.

V.P.

A80-21296 # Evaluation of the kernel of an integral equation for a wing performing harmonic oscillations in subsonic flow (O vychislenii iadra integral nogo uravneniia dlia garmonicheski kolebliushchegosia kryla v dozvukovom potoke). I. P. Gavva and V. V. Mozzhilkin. *TsAGI, Uchenye Zapiski*, vol. 9, no. 3, 1979, p. 121-124. 8 refs. In Russian.

In the calculation of aerodynamic forces acting on a harmonically oscillating wing by the conventional dipole lattice method, the evaluation of a kernel having the form of a linear combination of improper integrals of rapidly fluctuating functions leads to substantial errors in the case of large Strouhal numbers. In the present paper, an improved procedure for evaluating such a kernel is proposed, using which the computer time is not increased.

A80-21298 # Possibility of the onset of self-oscillations in cylindrical bodies situated in longitudinal liquid or gas flows in the case of crisis of drag (O vozmoznosti avtokolebanii tsilindricheskikh tel vdol' potoka zhidkosti ili gaza pri krizise soprotivleniia). M. A. Gusev. *TsAGI, Uchenye Zapiski*, vol. 9, no. 3, 1979, p. 131-136. 9 refs. In Russian.

At flow velocities corresponding to the drag reduction at the critical Reynolds number (crisis of drag), there appears a descending branch on the static drag-to-flow velocity curve. In this case, negative aerodynamic damping may lead to excitation of self-oscillations in bodies in longitudinal flow. In the present paper, an attempt is made to provide a theoretical interpretation of this phenomenon and to develop a method of calculating the self-oscillations of cylindrical bodies.

A80-21301 # Selecting the optimal geometrical twist of an aircraft wing (Vybor optimal'noi geometricheskoi krutki kryla samoleta). V. A. Barinov. *TsAGI*, *Uchenye Zapiski*, vol. 9, no. 4, 1978, p. 1-8. 10 refs. In Russian.

A method is proposed for calculating the twist of swept-wing cross sections for a given wing planform and cross-section profiling. In view of the influence of twist on the load distribution over the chord and span of the wing, which in turn affects the weight and drag of the wing, it is suggested to determine the variation of the twist along the span on the basis of optimality criteria. Some possible optimality criteria are discussed, and their use in the method is demonstrated by examples.

V.P.

A80-21302 # Flow of a compressible fluid over an isolated airfoil and through a cascade (Obtekanie izolirovannogo profilia i reshetki profilei szhimaemoi zhidkost'iu). B. I. Kurmanov and G. L. Podvidz. *TsAGI*, *Uchenye Zapiski*, vol. 9, no. 4, 1978, p. 9-16. 9 refs. In Russian.

The two-dimensional laminar attached flow of an inviscid incompressible fluid over an airfoil and through a cascade is analyzed. The flow is calculated, using density iterations, by the method of integral equations. For illustration, the method is applied to the calculation of the flow through a symmetric cascade.

V.P.

A80-21303 # Drag calculations for profiles at transonic speeds (K raschetu soprotivleniia profilei pri transzvukovykh skorostiakh). Iu. G. El'kin. *TsAGI*, *Uchenye Zapiski*, vol. 9, no. 4, 1978, p. 17-23. 13 refs. In Russian.

In the present paper, flows over symmetric airfoil profiles are calculated for Mach numbers between 0.7 and 0.9 and Reynolds numbers of $(1.0 \text{ to } 4.2) \times 10 \text{ to the seventh}$. The drag coefficients calculated from wake losses are found to be in satisfactory agreement with available experimental data.

A80-21310 # The relationship between the critical reversal and divergence speeds for a straight wing (O sootnoshenii mezhdu kriticheskimi skorostiami reversa i divergentsii priamogo kryla). A. P. Seiranian. *TsAGI*, *Uchenye Zapiski*, vol. 9, no. 4, 1978, p. 87-93. In Russian.

An integrodifferential equation describing the phenomenon of aileron reversal is derived for a straight wing. The equation is used to analyze the relationship between the critical reversal and divergence speeds as a function of the parameters of the problem.

V.P.

A80-21313 # The interaction of three shock waves (K zadache o vzaimodeistvii trekh udarnykh voln). V. V. Podlubnyi. TsAGI, Uchenye Zapiski, vol. 9, no. 4, 1978, p. 102-106. In Russian.

Consideration is given to the interaction of three shock waves in the steady Mach configuration consisting of incident, reflected and Mach shock waves and a contact discontinuity intersecting at one point. The twelfth-order algebraic equation for the flow in the vicinity of the intersection point is reduced to a sixth-order algebraic equation describing the unsteady shock wave interaction, with a quadratic equation for the steady configuration and a cubic equation for the configuration with the reflected shock wave in the form of a normal shock. A numerical solution to the general equation for the pressure drop in the Mach wave front as a function of incident wave angle in a triple wave configuration is presented.

A.L.W.

A80-21315 # Centrifugal forces on a thin wing in hypersonic flight at large angles of attack (O tsentrobezhnykh silakh na tonkom kryle v giperzvukovom polete pri bol'shikh uglakh ataki). V. N. Golubkin. *TsAGI, Uchenye Zapiski*, vol. 9, no. 4, 1978, p. 111-114. 8 refs. In Russian.

Perturbations to the hypersonic three dimensional flow around a thin wing with an attached shock at high angles of attack are analyzed, taking into account the effects of centrifugal forces due to the longitudinal curvature of the wing surface. A general solution to the problem of the hypersonic flow around a thin wing of arbitrary thickness distribution with an infinitely thin shock (Newtonian approximation) is employed to derive a simple expression for the pressure distribution around the wing. The shape of the shock is then

obtained by the solution of a Cauchy problem with initial data on the leading edge.

A.L.W.

A80-21317 # Analytical investigation of the nonlinear characteristics of a small-aspect rectangular wing (Analiticheskoe issledovanie nelineinykh kharakteristik priamougol'nogo kryla malogo udlineniia). V. F. Molchanov. *TsAGI*, *Uchenye Zapiski*, vol. 9, no. 5, 1978, p. 1-10. 5 refs. In Russian.

Nikolskii (1970) has derived an expression for the principal nonlinear term of the expansion for the lift coefficient of a rectangular wing. In the present paper, expressions for all the terms of the expansion of the lift and momentum coefficients are obtained. The expressions are extended to some special cases of unsteady flow. The results of the computations are examined.

A80-21319 # Approximate method of determining the wave drag of a profile in the presence of a local supersonic region (Priblizhennyi metod opredeleniia volnovogo soprotivleniia profilia pri nalichii mestnoi sverkhzvukovoi zony). V. D. Bokser and la. M. Serebriiskii. *TsAGI*, *Uchenye Zapiski*, vol. 9, no. 5, 1978, p. 21-29. 8 refs, In Russian,

An approximate method is proposed for calculating drag losses for transonic flows over wing profiles from the given pressure distribution over the wing. The method is based on wave drag theory and uses the linear nature of Mach number variation along a shock wave. A simple formula is derived for calculating the wave drag coefficient (separately for the upper and lower sides of the wing) from the given distribution of local Mach numbers over the wing surface. The wave drag coefficient is a function of the Mach number in front of the shock wave on the wing profile and also of the wing curvature at this point.

A80-21320 # Calculation of the supersonic flow field with vortices behind a slender rectangular wing (Raschet polia sverkhzvu-kovogo techenia s vikhriami za tonkim priamougol'nym krylom). A. N. Minailos. *TsAGI*, *Uchenye Zapiski*, vol. 9, no. 5, 1978, p. 30-36. 8 refs, In Russian.

In the present paper, a difference scheme, in which an algorithm of the formation of Karman vortex streets is used as the boundary condition, is applied to the calculation of the near field behind a slender rectangular wing of an aspect ratio of 0.5, situated at an angle of attack of 15 degrees in a flow at a freestream Mach number of 5. The results are of interest to studies of the influence of the aircraft configuration on the sonic boom characteristics and of the influence of the field at the wing tip on the tail surfaces.

V.P.

A80-21329 # Weight minimization for a wing in the presence of constraints on the divergence speed (Minimizatsiia vesa kryla pri ogranichenii po skorosti divergentsii). N. V. Banichuk. TsAGI, Uchenye Zapiski, vol. 9, no. 5, 1978, p. 97-103. 10 refs. In Russian.

In some earlier papers, mass minimization problems with constraints on the critical speed of torsional divergence were analyzed for rigidly fixed wings and constant wing span parameters (cord, cross sectional area), using the skin thickness over the wing span as the control function. In the present paper, the mass-minimization problem is extended to the case of an elastically fixed wing and variable wing parameters. An analytical solution of the problem is used to study the influence of elastic fixing and variable wing cross section on the optimal stiffness distribution over the wing span.

A80-21332 # Calculation of the coefficient of secondary losses in an axial compressor stage (Raschet koeffitsienta vtorichnykh poter' v stupeni osevogo kompressora). A. S. Novikov and F. la. Shebakpol'skii. *TsAGI*, *Uchenye Zapiski*, vol. 9, no. 5, 1978, p. 116-119. In Russian.

A80-21335 # Approximate estimation of the least number and optimal distribution of landing airports for maneuvering hypersonic flight vehicles (Priblizhennaia otsenka minimal'nogo kolichestva i optimal'nogo raspolozheniia aerodromov dlia posadki manevṛruiushchikh giperzvukovykh letatel'nykh apparatov). A. S. Filat'ev. TsAGI, Uchenye Zapiski, vol. 9, no. 5, 1978, p. 129-132. In Russian.

It is required to determine the least required number of hypersonic landing airports and their optimal distribution, in the case where the initial values of the hypersonic flight path parameters belong to a certain manifold, and are completely defined by a single parameter, say the initial velocity. In the present paper, the optimality conditions are obtained and are used to develop a simple geometrical method of constructing optimal airport networks as a function of the threshold maneuverability of the flight vehicles. V.P.

A80-21341 # Delta wing of optimal configuration in supersonic flow (Treugol'noe krylo optimal'noi formy v sverkhzvukovom potoke). V. S. Nikolaev. *TsAGI, Uchenye Zapiski,* vol. 9, no. 6, 1978, p. 38-47. In Russian.

A80-21342 # Calculation of the supersonic flow past a winged bielliptical body (Raschet sverkhzvukovogo obtekaniia biellipticheskogo tela s kryl'iami). V. P. Galinskii and V. I. Timoshenko. TsAGI, Uchenye Zapiski, vol. 9, no. 6, 1978, p. 48-55. 13 refs. In Russian.

In the present paper, a method proposed by MacCormack (1969) is applied to the calculation of the supersonic flow of an inviscid nonheat-conducting gas past a three-dimensional body of the delta-wing type with blunted leading edges. Numerical results obtained for a freestream Mach number of 6 and angles of attack ranging from 0 to 10 degrees are analyzed.

V.P.

A80-21343 # Calculation of some aerodynamic characteristics of a flexible aircraft by an influence coefficient method (Raschet nekotorykh aerodinamicheskikh kharakteristik uprugogo samoleta metodom koeffitsientov vliianiia). D. D. Evseev. *TsAGI*, *Uchenye Zapiski*, vol. 9, no. 6, 1978, p. 56-66. 7 refs. In Russian.

The algorithm and block diagram of a ZMKB program developed in FORTRAN for the BESM-6 computer are discussed. The calculated aerodynamic characteristics (such as the longitudinal stability derivatives) of a large transport aircraft performing a prescribed maneuver are examined and are compared with the experimentally established characteristics. A method of determining the assembly jig configuration for a flexible aircraft from the shape of its surface in cruising flight is proposed.

V.P.

A80-21349 # Influence of the leading-edge planform on the hypersonic flow over a small-aspect-ratio wing (Vliianie formy perednei kromki v plane na giperzvukovoe obtekanie kryla malogo udlineniia). V. N. Golubkin. *TsAGI, Uchenye Zapiski*, vol. 9, no. 6, 1978, p. 115-121. 10 refs. In Russian.

The hypersonic flow over the pressure side of a small-aspectratio wing at an angle of attack is analyzed within the framework of
shock-layer theory. Expressions for the gasdynamic functions are
derived, along with an equation for shape of the compression shock
in the case of a slightly perturbed three-dimensional flow over a
slender wing closely approaching a delta wing. The shape of the
compression shock and the pressure distribution over the wing
surface near the junction point of two straight portions (of different
sweepback) of the leading edge are studied. The application of the
formulas derived is illustrated by an example.

V.P.

A80-21429 # Design of a wind shear detection radar for airports. R. B. Chadwick, K. P. Moran, and W. C. Campbell (NOAA, Wave Propagation Laboratory, Boulder, Colo.). *IEEE Transactions on Geoscience Electronics*, vol. GE-17, Oct. 1979, p. 137-142. 18 refs. AF Order Y77-847; AF Project ESD-9-0864.

Designing a radar to detect hazardous wind shear is treated in two steps. First, a field experiment was conducted to determine the strength of the return signal, and statistical results from this experiment are given. Second, these results are used in design of a clear-air radar for shear detection. The tradeoff between wavelength, transmitted power, and antenna size is shown. A simple display technique using a plan shear indicator is also described. (Author)

A80-21460 * Circumpolar measurements of ozone, particles, and carbon monoxide from a commercial airliner. R. Pratt and P. Falconer (New York, State University, Albany, N.Y.). *Journal of Geophysical Research*, vol. 84, Dec. 20, 1979, p. 7876-7882. 21 refs. Grant No. NsG-3138.

Trace constituent data are presented from the unique flight of an airliner around the world over both poles. Relatively high resolution and simultaneous measurements of ozone, carbon monoxide, light-scattering particles, condensation nuclei, and meteorological parameters were obtained. The mutual variations of the data in the polar stratospheres, and in the tropical upper troposphere, are discussed in their meteorological setting. The data from the Arctic lower stratosphere are consistent with a tropospheric source of condensation nuclei, but not of carbon monoxide. Carbon monoxide mixing ratios in the Antarctic stratosphere averaged 44 ppbv. In the tropical troposphere they averaged 66 ppbv over the Pacific versus 89 ppbv over Africa. A local area of higher concentration (115 ppbv) was encountered over tropical Africa; its possible relation to carbon monoxide production by vegetation and deep convection is discussed. Evidence was found in the tropical upper troposphere of distinct boundaries between air masses of different temperature, ozone content, and particle content. (Author)

A80-21630 Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment. R. F. Reinking (NOAA, Weather Modification Program Office, Boulder, Colo.). In: Conference on Cloud Physics and Atmospheric Electricity, Issaquah, Wash., July 31-August 4, 1978, Preprints.

Boston, Mass., American Meteorological Society, 1978, p. 402-407. 12 refs.

The paper discusses scales and intensities of boundary layer mixing and associated eddy fluxes of moisture and sensible heat measured near Chickasha, Oklahoma during a three-day springtime period of increasing moistening of the boundary layer and consequent diurnal cumulus development. The measurements made with an airborne gust-probe system are compared with the data obtained by means of a dual-Doppler radar. The three-day transition from clear skies to significant diurnal cumulus cloudiness is examined for characteristics of the fluxes and the mixing process in the clear air and below the bases of the cumuli.

A80-21676 # The process of chemical milling in machining aircraft structures (II processo di fresatura chimica nella lavorazione delle strutture aeronautiche). G. Romeo (Torino, Politecnico, Turin, Italy). Ingegneria, Nov.-Dec. 1979, p. 321-334. 13 refs. In Italian.

The fundamental principles of chemical milling of aluminum alloys for aircraft are described, including polishing, masking, notching of the masking, and metal corrosion. The toxic effects of various amounts of chemicals on the human organism are discussed, including that of chemicals such as sulfuric acid and nitric acid. The influence of chemical etching (with and without a vapor blast) on static strength as well as on fatigue resistance is also considered. In addition, metal corrosion is discussed in the light of the four procedures that can be used to effect the milling of the structure: uniformly over the whole surface, partially over preselected areas, stepwise, and with linear tapering. Methods of masking, by immersion, by flow, by spray, and photographically, are presented, as are applications of the process.

J.P.B.

A80-21750 Fault-surviving flight control avionics. L. J. Franchi (Bendix Corp., Southfield, Mich.). *Military Electronics/Countermeasures*, vol. 5, Dec. 1979, p. 40, 42, 44 (3ff.).

Fly-by-wire (FBW) and related control systems, apart from saving space and weight through elimination of heavy mechanical control elements, can improve aircraft performance, reliability and safety. The feasibility of redundant analog and digital quadruplexed FBW for fighter aircraft has been confirmed by a number of programs sponsored by NASA and aircraft manufacturers. While the FBW payoffs are greatest in modern fighter aircraft, where performance limits are important, the FBW and related systems are also being adopted in civil aircraft for direct force control, RSS, dynamic load alleviation, flutter suppression, ride qualities improvement and energy conservation. Some future programs based on the FBW concept include Control Configured Vehicles (CCV), Advanced Fighter Technology Integration (AFTI) and Fly-By-Light (FBL).

V.L

A80-21876 A practical guide to airplane performance and design. D. R. Crawford (TRW, Inc., Redondo Beach, Calif.). Torrance, Calif., Crawford Aviation, 1979. 222 p. 38 refs. \$15.95.

The work presents a method which enables the rapid prediction of aircraft performance by means of graphical techniques. Detailed sample calculations, techniques for parametric studies using a template supplied, and the full theoretical background are given. In addition, a performance rating parameter is defined and tabulated for comparison of numerous propeller-driven homebuilt, factory, and military aircraft. A computer program is also included as an alternative method of performing the analysis of airplane performance.

A80-21887 A multiple transfer function model for air traffic control systems. N. W. Polhemus (Princeton University, Princeton, N.J.). *Transportation Research, Part B: Methodological*, vol. 13B, Sept. 1979, p. 229-236. 6 refs. U.S. Department of Transportation Contract No. FA72NA-741.

This paper considers the problem of modeling dynamic fluctuations in aircraft concentration within a group of air traffic control sectors. Using simultaneous time series recorded for each of the sectors, a multiple transfer function noise model is constructed. The modeling procedure demonstrates a data-dependent approach to ATC systems analysis which does not rely on describing the movement of individual aircraft. (Author)

A80-21897 Advanced flight controls for transport aircraft. W. J. Hargrove (Lockheed-Georgia Co., Marietta, Ga.). Lockheed Horizons, Winter 1979-1980, p. 38-45.

Some advanced flight control concepts and techniques to be applied to future transport aircraft for fuel conservation, enhanced operations and reduced costs are summarized. Included are fault-tolerant digital controls, active controls with functions such as augmented stability, structural wing maneuver, gust load alleviation, ride control, flutter or other dynamic elastic mode control and structural fatigue reduction. The Fly-By-Wire/Fly-By-Light techniques, (utilizing electric paths or fiber optic light signal transmission respectively), and such unconventional controllers as direct lift control, direct side force control and direct drag control are detailed. Also discussed are electronic displays for enhanced pilot controllability, and controls used in terminal operations, such as 4-dimensional flight path control and automatic landing.

A80-21923 Composites in aircraft manufacturing - An impressive rise (Les composites chez les avionneurs - Une montée impressionnante). J. Morisset and G. Collin. *Air et Cosmos*, vol. 17, Dec. 8, 1979, p. 23-25, 27. In French.

The use of composite materials by Western European aircraft manufacturers is reviewed. Work performed at Dassault has included

studies of the relative advantages of high-strength carbon and boron fibers, leading to the use of boron fiber composites for the horizontal empannage of the Mirage F 1, carbon fiber composites for its ailerons, and carbon-fiber-coated honeycomb structures for the Falcon 50 ailerons. The Mirage 2000 and 4000 employ composites extensively in their primary and secondary structures, including the fuselage doors, elevator ailerons, vertical stabilizer and rudder. A carbon fiber wing surface is being developed for the Falcon 10 jointly by Dassault and Aérospatiale, while the A300 carries two to three tonnes of glass fiber components. Sandwich-structure Karman fairings, landing-gear hatches, and elevator ailerons have been developed for the Concorde, and carbon fiber airbrakes for the A310 and composite support rods are also under development.

A80-21935 Systems analysis for planning of air fleets and maintenance facilities. V. y. S. Sarma, A. K. Rao (Indian Institute of Science, Bangalore, India), and K. Ramchand (Central Servicing Development Organization, Kanpur, India). Indian Academy of Sciences, Proceedings, Section C: Engineering Sciences, vol. C 2, May 1979, p. 243-261, 24 refs.

The paper presents a study aimed at developing simulation and systems analysis techniques for the effective planning and efficient operation of small fleets of aircraft, typical of the airforce of a developing country. Consideration is given to an important aspect of fleet management: the problem of resource allocation for achieving prescribed operational effectiveness of the fleet. Attention is given to the steady state availability which is computed under the assumptions of Poisson arrivals, exponential service times and an equivalent single server repair-depot. This analysis also brings out the effect of fleet size on availability. Finally, a simulation model of the system has been developed using GPSS to study sensitivity to distributional assumptions, to validate the principal assumptions of the analytical model such as the single-server assumption and to obtain confidence intervals for the statistical parameters of interest.

M.E.P.

A80-21961 The case of subsonic jet aircraft (Le cas des avions subsoniques à réaction). J.-P. Troadec (Direction Générale de l'Aviation Civile, Direction des Programmes Aéronautiques Civils, Paris, France). Voies-Aviation Civile, Fall-Winter 1979, p. 16-18. In French.

The problem of aircraft noise near airports is discussed. Attention is given to the technical aspects of the problem and to noise norms and regulations. Noise reduction techniques associated with the development of the Airbus and the CFM 56 engine are examined.

B.J.

A80-21962 Research (La recherche). M. Pianko (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, France). Voies-Aviation Civile, Fall-Winter 1979, p. 31-34. In French.

Work being done in France concerning the reduction of aircraft noise is briefly reviewed. Attention is given to noise sources, supersonic and subsonic aircraft noise, and testing efforts at SNECMA, ONERA, and CEPRA. Future prospects of French noise reduction efforts are briefly examined.

A80-21965 # Navigation systems for modern aircraft (Sistemi di navigazione adottati sui velivoli moderni). A. Strumia. Istituto Italiano di Navigazione, Atti, Jan.-June 1979, p. 5-13. 10 refs. In Italian.

Three fundamental types of air navigational systems are considered: instrumental (inertial and noninertial), radio, and hybrid. Particular emphasis is given to (self-contained) inertial instrumentation, including a 4-Cardan stabilized platform, and the strapdown system. Noninertial systems including the Doppler radar and altitude heading reference systems are discussed, as well as laser and electrostatic types of gyroscopes. Attention is given to the use of

computers and the corresponding software, and to the increasing importance of microprocessors. Radio systems such as the Omega/VLF and Navstar GPS, and hybrid systems using the Kalman filter are considered, as are future trends in navigational displays including the head-up display and color television screens.

J.P.B.

A80-21966 # Air traffic control - Italian prospects (II controllo del traffico aereo - Prospettive in Italia). L. Bartolucci (Stato Maggiore dell'Aeronautica, Rome, Italy). Istituto Italiano di Navigazione, Atti, Jan.-June 1979, p. 15-29. In Italian.

The present situation and the next decade's prospects for the Italian system of flight-assisting services, including telecommunications and meteorology, are outlined. Future technological developments, increased international collaboration, and semi-automation of air traffic control are considered, as well as a restructuring of air space coverage. Particular attention is given to the increased development and maximum extension of radar control in Italy.

J.P.B.

A80-21967 # The evolution of air traffic control systems - The present situation and future tendencies (L'evoluzione nei sistemi del controllo del traffico aereo - Situazione attuale e tendenze future). G. Barale (Selenia S.p.A., Divisione Radar e Sistemi Civili, Rome, Italy). Istituto Italiano di Navigazione, Atti, Jan.-June 1979, p. 47-67. In Italian.

The technical aspects of automating air traffic control (ATC) are discussed, encompassing telecommunications, meteorology, and the reliability of hardware and software. Present technology is considered, including operational automated systems in the U.S. and England, as well as the Eurocontrol agency. The principal requisites of a medium-sized system of ATC are outlined: the functions to be automated, system modularity, expandability, maintenance, and adaptability to future technology. In addition, the ATCAS system (a third generation automated system), which is designed to integrate multiple radar systems for coverage of the Italian peninsula is described, with subsystems including radar, communication, and data handling.

J.P.B.

A80-21970 # Human factors in aircraft accidents. R. H. Shannon and R. A. Alkov. *Approach*, vol. 25, Dec. 1979, p. 18-21.

The main purpose of the work is to examine the human errors that are involved in aircraft accidents, emphasizing pilots and other personnel as the primary accident causes. Some of the physiological, psychological and psychosocial limitations and strengths of human beings are examined. It is concluded that the realization of our human error rates may not significantly improve while the cost per mishap will consistently increase and that a more innovative program will be necessary for future improvements.

C.F.W.

A80-21980 # Wind tunnel design and performance for rough wall turbulent boundary layer. Y. Kageyama, H. Osaka, H. Yamada, and T. Hirano. Yamaguchi University, Faculty of Engineering, Memoirs, vol. 30, Oct. 1979, p. 147-155. 8 refs. In Japanese, with abstract in English.

A new wind tunnel for rough wall turbulent boundary layer researches was designed and examined. The design or choice of the contraction, diffuser, honeycombs and screens is described in detail because of the strong influence of these components on tunnel performance. Measurements of mean velocity, wall shear stress, turbulence intensity and Reynolds stress are also described. From the experimental results, it may be concluded that this tunnel has an extensive usefulness for experimental researches for rough wall turbulent boundary layers. (Author)

A80-22046 Short haul transport for the 1990s. P. Robinson (British Aerospace, Aircraft Group, Kingston-upon-Thames, Surrey, England) and D. G. Brown (British Aerospace, Aircraft Group, Hatfield, Herts., England). Aeronautical Journal, vol. 83, Nov. 1979, p. 413-436. 23 refs.

The paper presents an analysis of market trends and technical developments in short haul air transport over the next 20 years. Regional estimates of the market are given in accordance with the ICAO breakdown for 1990 and 2000 in revenue passenger kilometers, average annual growth rates, and aircraft units. Restraints and stimuli controlling the short haul market are analyzed, e.g. economic factors, safety, communications, and ecological considerations. Technological advances will be of evolutionary, rather than revolutionary, nature. In propulsion, emphasis will be on improving specific weight. reducing complexity and cost, and increasing reliability and safety. Advances in aerodynamics will include reduction of subcritical drag and application of wing tip devices to improve lift drag ratio under low speed and cruise conditions. While aircraft configurations will remain essentially the same, substantial benefits in fuel economics and overall performance will be derived from improved materials, systems and equipment. V.L.

A80-22103 # The effect of equatorial ionospheric disturbance on aircraft-to-satellite communications. A. L. Johnson (USAF, Avionics Laboratory, Wright-Patterson AFB, Ohio). In: Symposium on Beacon Satellite Measurements of Plasmaspheric and Ionospheric Properties, Florence, Italy, May 22-25, 1978, Proceedings.

Florence, Italy, Consiglio Nazionale delle Ricerche, 1978, p. 33-1 to 33-7.

The effect of natural ionospheric scintillation on UHF satellite communications to an aircraft is evaluated in a series of equatorial flights. The results indicate that the range of fading, which a system designer will have to consider for an airborne system, is extended on both the high and low fade rates from the normal ground fade rate data.

A80-22146 # Looking ahead. T. Ford. Aircraft Engineering, vol. 52, Jan. 1980, p. 2-5.

An attempt is made to predict trends in aircraft design on the basis of a survey of recognized present-day practices and advanced technology. A discussion of the influence of various factors on commercial air transportation is followed by an analysis of the potential for both modified and new aircraft in the overall system.

V.P.

A80-22147 # Aircraft noise assessment. Aircraft Engineering, vol. 52, Jan. 1980, p. 6-9.

The present paper deals with the British noise exposure index, known as NNI, or Noise and Number Index, which has gained wide acceptance for description and assessment of flight operational noise in the vicinity of airports. The NNI calculation takes account of the take-off noise exposure from start-of-roll to the initial climb stage, and of the established approach to landing operation.

V.P.

A80-22148 * # Research developments for aircraft safety. K. E. Hodge (NASA, Washington, D.C.). Aircraft Engineering, vol. 52, Jan. 1980, p. 10-15.

The paper deals with an aviation safety technology program, whose objective is to provide technology for near-term application to civil transport aircraft and for designing the next generation of advanced transports. The influence of research and development efforts on current safety levels and aircraft operating efficiency is examined.

V.P.

A80-2253 Royal Society, Discussion on New Fibres and Their Composites, London, England, May 18, 19, 1978, Proceedings. *Royal Society (London), Philosophical Transactions, Series A*, vol. 294, no. 1411, Jan. 21, 1980. 191 p.

Papers are presented on such topics as the FP alumina fiber, the development of silicon carbide fibers from organosilicon polymers, carbon fibers from mesophase pitch, fibers from extended chain

aromatic polyamides, and factors affecting the strength of carbon fibers. Also described are: fatigue processes in fiber-reinforced composites, metal matrix composites reinforced with FP alumina fiber, interfaces in composite materials, and the contribution of resin matrices to composite properties.

B.J.

A80-22262 Resin matrices and their contribution to composite properties. J. W. Johnson (Rolls-Royce, Ltd., Plastics and Composite Materials Laboratory, Derby, England). (Royal Society, Discussion on New Fibres and Their Composites, London, England, May 18, 19, 1978.) Royal Society (London), Philosophical Transactions, Series A, vol. 294, no. 1411, Jan. 21, 1980, p. 487-494.

The relation between matrix and composite properties for glass and carbon fiber reinforced plastics is discussed from a number of viewpoints. Examples of material requirements for specific component applications are discussed; attention is given to such problems in composite manufacture as voids, water absorption, compression failure, and matrix strength. A matrix, based on a mixed epoxy/polysulphone adhesive, that realizes the above requirements and is suitable for use in aerospace structures is discussed.

B.J.

A80-22270 Principles of design of a carbon fibre composite aircraft wing. I. C. Taig (British Aerospace, Aircraft Group, Preston, Lancs., England). (Royal Society, Discussion on New Fibres and Their Composites, London, England, May 18, 19, 1978.) Royal Society (London), Philosophical Transactions, Series A, vol. 294, no. 1411, Jan. 21, 1980, p. 565-575. Research sponsored by the British Aerospace.

The two basic decisions in designing a carbon fiber composite wing are the selection of materials and the form of construction to be employed. The paper outlines the program objectives, the design requirements and the constraints imposed thereby, and then presents in some detail the principles used to arrive at these decisions. The materials choice is a compromise between technical, manufacturing, commercial and strategic factors. The form of construction is chosen to obtain substantial weight saving at acceptable manufacturing cost, paying particular attention to four technical factors which are found to dominate the design. These are: (1) design for integrity in the presence of built-in and accidentally induced stress raisers; (2) design for structural stability; (3) design for integrity in a service environment including the effects of humidity and elevated temperature exposure; and (4) design and test margins to give adequate allowance for anticipated variability of structural performance. (Author)

A80-22271 Design and engineering of carbon brakes. I. L. Stimson and R. Fisher (Dunlop, Ltd., Aviation Div., Coventry, England). (Royal Society, Discussion on New Fibres and Their Composites, London, England, May 18, 19, 1978.) Royal Society (London), Philosophical Transactions, Series A, vol. 294, no. 1411, Jan. 21, 1980, p. 583-590.

The paper examines the various factors which must be considered to provide adequate structural, thermal and friction characteristics for carbon brake disks, noting that such disks offer a 60% weight saving compared with steel. It is shown that the design of the composite is particular to the application, and that orientation of the fibers on account of stress and heat flow requirements is vital to the achievement of a successful design. Attention is given to the manufacturing method for the composite of the Concorde brakes which consists of chemical vapor deposition of carbon into a carbon fiber layup. Finally, the role of material property evaluation and quality control practice is discussed.

M.E.P.

A80-22578 # Synthesis of an adaptive flight control system with an observer. K. Kanal, T. Degawa, and T. Noguchi (Defense Academy, Yokosuka, Japan). Japan Society for Aeronautical and Space Sciences, Transactions, vol. 22, Nov. 1979, p. 139-151. 5 refs.

The paper proposes an adaptive scheme and a computation method for estimating parameters and state variables which can reduce the errors and computations in estimating the VTOL aircraft

dynamic characteristics. A computational algorithm is proposed. which combines the advantages of two different adaptive observer schemes which improve the convergence characteristics; an adaptive controller is designed to generate a control input by a differentiator-free controller so that the output of the plant evolves asymptotically towards that of a given model. A numerical computation shows that the convergence rate of the identification is improved, and the desired response can be quickly obtained; simulation studies for designing the VTOL aircraft flight controller are presented to demonstrate its effectiveness.

A80-22687 * Durability of foam insulation for LH2 fuel tanks of future subsonic transports. E. L. Sharpe (NASA, Langley Research Center, Hampton, Va.) and R. G. Helenbrook (Bell Aerospace Textron, Buffalo, N.Y.). In: Nonmetallic materials and composites at low temperatures; Proceedings of the Conference, Munich, West Germany, July 10, 11, 1978.

York, Plenum Press, 1979, p. 207-230. 6 refs.

Organic foams were tested to determine their suitability for insulating liquid hydrogen tanks of subsonic aircraft. The specimens, including nonreinforced foams and foams with chopped glass reinforcements, flame retardants, and vapor barriers, were scaled to simulate stress conditions in large tanks. The tests were conducted within aluminum tank compartments filled with liquid hydrogen and the boil-off rate was used as the criterion of thermal performance. It was found that while all insulations deteriorated with increased cycles, two nonreinforced polyurethane foams showed no structural deterioration after 4200 thermal cycles (equivalent to 15 years of airline service). It was also found that fiberglass reinforcement and flame retardants impaired thermal performance and reduced useful life of the foams. Vapor barriers enhanced structural integrity without any deterioration in thermal properties.

A80-22723 # Reliability problems in avionics (Problemy niezawodnosci w awionice). S. Tujaka (Przemyslowy Instytut Telekomunikacji, Warsaw, Poland). *Technika Lotnicza i Astronautyczna*, vol. 34, Dec. 1979, p. 7-10. In Polish.

The impact of electronics on aviation is reviewed, along with the major requirements placed on avionics. Methods of ensuring and improving the reliability of aircraft electronic systems are examined. The application of a mathematical model in the form of a stochastic Poisson process to the derivation of an expression for the probability of failure over a given period of time is demonstrated.

V.P.

A80-22724 # Application of the discrete-phase method /DPM/ to the investigation and monitoring of aircraft turbine engine blade vibrations. II (Zastosowanie metody dyskretno-fazowej /MDF/ do badan i kontroli drgan lopatek lotniczych silnikow turbinowych. II). R. Laczkowski (Gdansk, Politechnika, Gdansk, Poland). Technika Lotnicza i Astronautyczna, vol. 34, Dec. 1979, p. 10-12. In Polish.

Part I dealt with the ELIA-2 device and its application to the determination of dynamic stresses in spinning blades by measuring the amplitudes of blade tip vibrations. In the present paper, the electromagnetic and capacitance sensors employed in this device are discussed, and a method for calibrating the ELIA-2 device is proposed. The application of the discrete-phase method to the determination of blade resonance vibrations, blade flutter, and blade buffeting is described.

A80-22725 # Organization of regional airports (Organizacja regionalnych portow lotniczych). J. Czownicki and Z. Hyla. *Technika Lotnicza i Astronautyczna*, vol. 34, Dec. 1979, p. 22-24. In Polish.

The paper deals with the principles of planning, designing, and constructing regional airports for efficient cost-effective operation.

Attention is given to the specific aspects of regional administration, service, aircraft maintenance, etc. A functional diagram of a regional airport is discussed.

V.P.

A80-22727 * # An experimental and numerical investigation of a three-dimensional shock wave separated turbulent boundary layer. M. I. Kussoy, J. R. Viegas, and C. C. Horstman (NASA, Ames Research Center, Moffett Field, Calif.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0002. 21 p. 32 refs.

A detailed investigation of a flow in which a three-dimensional shock wave separates a two-dimensional turbulent boundary layer is presented. The resulting flow field is highly three-dimensional with a significant portion of flow separation on the surface at the 0 deg azimuthal coordinate (windward) plane as well as a large zone of secondary surface flow off this plane. Mean and fluctuating experimental measurements were obtained throughout the entire flow field. These measurements included mean pressures, flow angles and shear on the surface, as well as yaw angles, static pressures, turbulent shear stresses and turbulent kinetic energies on selected planes throughout the flow field. In addition, numerical predictions of this flow, obtained by solving the Navier-Stokes equations with an algebraic eddy viscosity turbulence model, are presented. These computations can reasonably predict both the surface and flow-field quantities, despite the extremely complicated nature of the experimental flow

A80-22729 * # Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th. J. M. Kendall (California Institute of Technology, Jet Propulsion Laboratory, Molecular Physics and Chemistry Section, Pasadena, Calif.) and W. F. Ahtye (NASA, Ames Research Center, Moffett Field, Calif.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0035. 12 p. 12 refs. NASA-supported research.

Measurements relating to the noise source location and intensity within various frequency bands were made for an 0.75 m-chord wing/flap model installed in the Ames 7 x 10-foot wind tunnel. A directional microphone system, located outside the open-wall tunnel was scanned in a two-dimensional array of aiming points about the positive-pressure side of the model to determine the principal locations of noise production, and the intensity of each of these. It was found for the case of the flaps being differentially deflected (0 deg, 35 deg) at the half-span station that noise production was concentrated in the immediate region of the resultant surface discontinuity. For equal deflection of the halves (0 deg, 0 deg or 35 deg, 35 deg), noise was produced uniformly along the length of the gap between the wing and the flap. Simulated flap-mounting brackets generated considerable noise in certain cases, but reduced the noise in others. Trailing edge noise did not appear to be important in comparison with other sources. (Author)

A80-22733 * # Propeller slipstream/wing interaction in the transonic regime. M. H. Rizk (Flow Research Co., Kent, Wash.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0125. 9 p. 11 refs. Contract No. NAS2-9913.

An inviscid model for the interaction between a thin wing and a nearly uniform propeller slipstream is presented. The model allows the perturbation velocities due to the interaction to be potential although the undisturbed slipstream velocity is rotational. A finite difference scheme is used to solve the governing equation. Numerical examples indicate that the slipstream has a strong effect on the aerodynamic properties of the wing section within the slipstream and lesser effects elsewhere. The slipstream swirling motion strongly affects the wing load distribution, however, its effect on the wing's total lift and wave drag is small. The axial velocity increment in the slipstream has a small effect on the wing lift, however, it causes a large increase in wave drag. (Author)

A80-22740 # The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft. R. C. Sutton and P. G. Osterbeck (Boeing Military Airplane Co., Seattle, Wash.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0190. 9 p. 5 refs.

The paper discusses the problem of optimum propulsion system match for aircraft designed to multiple requirements. Emphasis is placed on the inovative use of boost engine technology to achieve minimum airplane size and cost. Examples have been shown where mixed propulsion (boost engine plus cruise engine) integration in initial design is a high leverage tool when considered for specific applications: tactical ground attack, dual-mission bomber, and high speed penetrator. The paper extends the previous work to encompass several new applications peculiar to current operational requirements: V/STOL, manned penetrating bomber, tactical airlift, energy efficient airlift, and supercruise STOL. An overview of the design trades for each of these types is given. (Author)

A80-22748 # A cooled laminated radial turbine technology demonstration. R. W. Vershure, Jr., G. D. Large, L. J. Meyer (AiResearch Manufacturing Company of Arizona, Phoenix, Ariz.), and J. M. Lane (U.S. Army, Applied Technology Laboratory, Fort Eustis, Va.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0300. 12 p. 24 refs. Grant No. DAAJ02-77-C0032.

A low-cost, high-temperature radial turbine has been developed that demonstrates the technology required to manufacture a small, cooled turbine using photoetched laminates bonded together to form a complete wheel. An advanced long-life and high-performance turbine design is described which uses an iterative optimization procedure to provide a balanced mechanical and aerodynamic design. The calculated bulk heat-transfer effectiveness was 0.54 with operation at 2300 F over a typical Army helicopter mission of 6000 cycles and with a design life of 5000 hours. Several wheels were manufactured from Astroloy, and the mechanical integrity was demonstrated in a series of proof tests conducted in a whirlpit test facility.

A80-22749 # High temperature radial turbine demonstration. B. A. Ewing, D. S. Monson (General Motors Corp., Detroit Diesel Allison Div., Indianapolis, Ind.), and J. M. Lane (U.S. Army, Applied Technology Laboratory, Fort Eustis, Va.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0301. 13 p.

This paper describes and presents the results of the design, process development, and mechanical verification program for a high temperature radial turbine. The turbine is designed to meet the Army requirements for a reliable, high performance, low cost turbine for future fixed and rotary winged aircraft. The resulting design was a dual property air cooled rotor using a cast Mar-M247 airfoil shell and a PA101 powdered metal disk. These components were diffusion bonded using the hot isostatic pressure (HIP) process. Material property evaluations and mechanical integrity component tests are discussed. (Author)

A80-22751 * # Transonic swept-wing analysis using asymptotic and other numerical methods. H. K. Cheng, S. Y. Meng (Southern California, University, Los Angeles, Calif.), R. Chow (Grumman Aerospace Corp., Bethpage, N.Y.), and R. C. Smith (NASA, Ames Research Center, Moffett Field, Calif.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0342. 24 p. 62 refs. Contract No. N00014-75-C-0520; Grant No. NCA2-OR730-601.

The paper presents asymptotic methods for high-aspect-ratio wings in transonic flow developed for straight unyawed wings and for oblique wings. They show that the three-dimensional mixed-flow

calculations may be reduced to solving a set of two-dimensional problems at each span station; the development of this theory and the related computational studies are reviewed. Differences between the piloted (oblique) wing, the swept-back wing, and the swept-forward-wing in the induced upwash are discussed; examples of similarity solutions are demonstrated for high subcritical and slightly supercritical component flows, and comparisons made with relaxation solutions of a full potential equation. The examples include oblique and symmetric swept wings, and the adequacy of the existing full-potential computer code is examined.

A.T.

A80-22763 Bell tilt-rotor - The next V/STOL. M. Lambert. Flight International, vol. 117, Feb. 9, 1980, p. 381-386, 412

The article surveys the design and features of the Bell XV-15 tilt-rotor V/STOL. Attention is given to the advantages of this design which include cruising at moderate speeds with reasonable economy, as well as hovering without causing intense vortices or surface heating or using prohibitive quantities of fuel. It is noted that the manufacturer views the tilt-rotor as the next step in helicopter performance and economy.

M.E.P.

A80-22839 # History of Soviet aircraft design to 1938: Notes toward a history of aircraft production /2nd revised and enlarged edition/ (Istoriia konstruktsii samoletov v SSSR do 1938 g.: Materialy k istorii samoletostroeniia /2nd revised and enlarged edition/). V. B. Shavrov. Moscow, Izdatel'stvo Mashinostroenie, 1978. 576 p. 65 refs. In Russian.

The book presents a historical review of Soviet aircraft from the beginning of aviation in Russia to 1938, including their design and development. Approximately 800 production, prototype, and experimental aircraft are included, and their dimensions, weight, design, and flight characteristics are described. The development of aircraft technology is aerodynamics, strength of materials, engines, propellers, armaments, and equipment is discussed in relation to various aircraft.

A.T.

A80-22914 # Airfoil with minimum relaxation drag. H. Buggisch, W. Ellermeier, and J. Wellmann (Darmstadt, Technische Hochschule, Darmstadt, West Germany). Archiwum Mechaniki Stosowanej, vol. 31, no. 3, 1979, p. 339-351. 9 refs.

The following problem is discussed: what is the shape of a two-dimensional airfoil which, at a given length, area and lift, makes the relaxation drag (i.e., the drag caused by thermodynamic relaxation) a minimum. The discussion is confined to the cases of subsonic flows and slender airfoils. The optimal shape is actually derived for the case of near equilibrium flow. Thus the problem is reduced to minimizing a certain integral under the side condition that the length, area and lift of the airfoil have prescribed values.

(Author)

A80-22983 Research programs in general aviation - Next generation aircraft. M. Grangier. *Interavia*, vol. 35, Feb. 1980, p. 123-128.

Research programs by private industry and by NASA on economy, performance, safety, pollution reduction, and reliability of light aircraft are outlined, with emphasis on engine and propeller designs, aerodynamics, and avionics. In particular, diesel engines, re-positioned propellers, as well as those with bent tips and those made of lighter composite materials, and winglets developed by NASA are expected to effect improvements in aircraft, as well as microprocessors and the new GAW2 laminar flow aerofoil.

J.P.B.

A80-22984 The Mitsubishi Diamond I - What are its chances on the current market. M. Grangier. *Interavia*, vol. 35, Feb. 1980, p. 129, 130.

The first business twin-jet ever developed by Mitsubishi, the Diamond I, is presented. The many innovations made in the airframe include the use of three-dimensional aerodynamic technology in wing design, the wing profile and configuration specifically tailored to delay boundary layer airflow separation to a higher Mach number (0.78), and minimized drag rise due to Mach-induced separation. The takeoff thrust is 1134 kg and the maximum takeoff weight 6300 kg. The wing has a thickness ratio of 13.2%, and aspect ratio of 7.54, and a loading of 281 kg/sq m. In addition, the Diamond I is equipped with wing spoilers, providing roll control in the absence of conventional ailerons. The length of the cabin is 4.77 m and the width is 1.5 m. Such benefits as various combinations of lower fuel consumption, higher operating speeds and greater payload carrying capability are mentioned. The fully equipped aircraft costs \$2.18 million.

A80-23012 # Computations of the pitching oscillation of a NACA 64A-010 airfoil in the small disturbance limit. D. P. Rizzetta and H. Yoshihara (Boeing Military Airplane Co., Seattle, Wash.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0128. 8 p. 6 refs.

Solutions to three formulations of the unsteady transonic small disturbance problem are compared, each incorporating a different degree of approximation. The first employs the classical low frequency equation and corresponding boundary conditions, the second uses the same equation but more exact boundary conditions, and the third includes both a more exact equation and boundary conditions. A method for simulating viscous effects of shock-boundary layer interaction using a simple viscous displacement ramp is also investigated. The various solutions are compared for the pitching oscillation of a NACA 64A-010 airfoil at M = 0.8, It is shown that the boundary conditions play a more significant role than does the differential equation in obtaining unsteady aerodynamic coefficients. In addition, the viscous interaction was found to have the expected important effects. (Author)

A80-23013 # Computational and simplified analytical treatment of transonic wing-fuselage-pylon-store interactions. V. Shankar and N. Malmuth (Rockwell International Science Center, Thousand Oaks, Calif.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0127. 11 p. 9 refs. Contract No. N00014-78-C-0477. NR Project 212-257.

Transonic modified small disturbance theory has been employed to numerically model the flow field around wing-fuselage-pylon-store configurations. A fine grid region enclosing the wing-pylon-store is embedded within a global crude grid and a successive crude-fine relaxation is performed. With a simple image point concept, the store and the pylon are introduced into an existing wing-fuselage program thus avoiding excessive additional computer memory requirements. Comparison of results with experiments for the F-5 wing with a pylon-store arrangement is presented showing good agreement. A study of the roles of pylon height, store diameter, pylon span mount location, angle of attack and Mach number relative to the achievement of optimum L/D from beneficial nonlinear interference is presented. In addition, a simplified analytical approach to compute the loading on the store using an 'immersion theory' is, indicated and validated against experiments. (Author)

A80-23066 # Technology of adhesive bonding of aircraft parts /2nd revised and enlarged edition/ (Tekhnologiia skleivaniia detalei v samoletostroenii /2nd revised and enlarged edition/). I. I. Kapeliushnik and I. I. Mikhalev. Moscow, Izdatel'stvo Mashinostroenie, 1979, 160 p. 49 refs. In Russian.

The handbook provides practical information on the preparation of adhesive metal bonds and on designing adhesive bonded aircraft

structures. The present edition is extended to include data on the properties of advanced adhesives, technological procedures, improved facilities for adhesive bonding, and modern testing techniques. V.P.

A80-23067 # Designing aircraft-engine air ducts (Proektirovanie vozdukhovodov samoletnykh silovykh ustanovok). I. E. Ul'ianov, N. N. Krumina, and N. V. Vakar. Moscow, Izdatel'stvo Mashinostroenie, 1979. 96 p. 20 refs. In Russian.

Principles and methods of designing aircraft compressed-air ducts are discussed. Experience in designing ducts with allowance for the characteristics of compressed-air flows is reviewed, and the calculation of air-flow-rate and pressure distributions with allowance for compressibility is illustrated by examples.

V.P.

A80-23068 # Methods of computer-aided aircraft design (Metody avtomatizirovannogo proektirovaniia samoleta). G. M. Kashin, G. I. Pshenichnov, and Iu. A. Flerov. Moscow, Izdatel'stvo Mashinostroenie, 1979. 168 p. 51 refs. In Russian.

The book deals with methods of generating curves and surfaces for computer-aided design of space forms. Computer algorithms for calculating the stress-strain state of aircraft structures and for optimizing aircraft structures are outlined.

V.P.

A80-23069 # Designing of the test units for aircraft engines (Proektirovanie ispytatel'nykh stendov dlia aviatsionnykh dvigatelei). lu. I. Pavlov, lu. Ia. Shain, and B. I. Abramov. Moscow, Izdatel'stvo Mashinostroenie, 1979, 152 p. 72 refs.

The book deals with designing of the test units for aircraft turbojet engines and their parts. Emphasis is placed on test modeling and modern test units which make it possible to imitate high-speed, take-off-landing, weather, and other conditions under which these engines operate.

V.T.

A80-23071 # Optimization methods in fine-finishing and designing gas-turbine engines (Metody optimizatsii pri dovodke i proektirovanii gazoturbinnykh dvigatelei). A. P. Tunakov. Moscow, Izdatel'stvo Mashinostroenie, 1979. 184 p. 35 refs. In Russian.

The book deals with methods of optimizing gas-turbine engine parameters and the use of optimized parameters in systems of automatic design. A universal mathematical model of a gas-turbine engine is examined, along with its application to multimode optimization for various control programs.

V.P.

A80-23080 # Introduction to aerospace technology (Vvedenie v aviatsionnuiu i kosmicheskuiu tekhniku). L. A. Latyshev. Moscow, Izdatel'stvo Mashinostroenie, 1979. 136 p. 16 refs. In Russian.

In this textbook, the student is introduced to the major disciplines of aeronautics and astronautics. Particular attention is given to practical aerodynamics, the theory of rocket engines, and the characteristics of the space environment. A historical review of the development of aviation and space flight is given, and the principal spacecraft and booster types are discussed. The book contains basic information on space vehicle power plants, control systems, and communications.

A80-23083 # Production of wide-body aircraft (Proizvodstvo shiroko-fiuzeliazhnykh samoletov). P. N. Belianin. Moscow, Izdateľ stvo Mashinostroenie, 1979. 360 p. 6 refs. In Russian.

An attempt is made to generalize the experience obtained in the USSR and the United States in designing and constructing wide-body aircraft of the type of II-86, B-747, DC-10, and L-1011. The design and technological characteristics of each of these aircraft are described. The technological processes involved in the production of aircraft components are examined, along with assembly and testing techniques.

A80-23084 # The An-24 aircraft - Design and maintenance /3rd revised and enlarged edition/ (Samolet An-24 - Konstruktsiia i ekspluatatsiia /3rd revised and enlarged edition/). Zh. S. Chernenko, G. S. Lagosiuk, and B. I. Gorovoi. Moscow, Izdatel'stvo Transport, 1978. 312 p. In Russian.

The basic passenger version of the An-24 turboprop aircraft seats from 44 to 52 passengers, has a cruising speed of 450 kph, a cargo capacity of 5500 kg, and a range of 2000 km. It is powered by two turboprop engines with a take-off power of 2550 ehp each and a turbojet engine with a thrust of 800 kgf. Design features are detailed for the airframe, the power plant, the undercarriage, control systems, and auxiliary equipment. Maintenance procedures are discussed with reference to different climatic conditions.

V.L.

A80-23086 # The reliability of the mechanical components of flight vehicles (Nadezhnost' mekhanicheskikh chastei konstruktsii letatel'nykh apparatov). A. A. Kuznetsov, A. A. Zolotov, V. A. Komiagin, and M. I. Titov. Moscow, Izdatel'stvo Mashinostroenie, 1979. 144 p. 31 refs. In Russian.

The book examines the operation of separable and rotational flight-vehicle components and determines their reliability requirements. Methods of designing reliability are discussed for stage separation, tail-section separation, and release of the tailcone. Reliability design methods are described for single-link and multilink hinge systems with spring mechanisms.

A.T.

A80-23088 # The operation of airports: Maintenance and upkeep /Handbook/ (Ekspluatatsiia aerodromov: Soderzhanie i remont /Spravochnik/). L. I. Goretskii, M. A. Pecherskii, V. M. Romashkov, Iu. A. Samorodov, E. M. Dashevskii, T. S. Pchelkina, and Iu. N. Volkov. Moscow, Izdatel'stvo Transport, 1979. 216 p. 24 refs. In Russian.

The handbook contains information on the technology and modern methods of operating, maintaining, and reconditioning of airports. Pertinent data are given on the machines, mechanisms, and materials used for maintaining airport buildings, runways, aprons, etc. Attention is given to methods of protecting pipelines and metallic and other coatings against severe frost and snow conditions, and to the maintenance of hydroplane airports and arctic airports.

V.P.

A80-23204 A plan for active development of LH2 for use in aircraft. G. D. Brewer (Lockheed-California Co., Burbank, Calif.). In: Hydrogen energy system; Proceedings of the Second World Hydrogen Energy Conference, Zurich, Switzerland, August 21-24, 1978. Volume 5. Oxford and New York, Pergamon Press, 1979, p. 2685-2697. 7 refs.

A plan for an experimental airline equipped with liquid hydrogen (LH2)-fueled aircraft flying commercial cargo between the U.S., Western Europe, and the Middle East is presented. Liquid hydrogen provides lower life cycle cost and consumption and minimum environmental pollution compared with synthetic Jet A fuel made from coal. The plan includes development of facilities for production and liquefaction of hydrogen at four air terminals; the operating experience with the aircraft and ground facilities will be shared to disseminate the information about this system.

A.T.

A80-23205 Electronic fuel injection techniques for hydrogen powered I.C. engines. C. A. MacCarley and W. D. Van Vorst (California, University, Los Angeles, Calif.). In: Hydrogen energy system; Proceedings of the Second World Hydrogen Energy Conference, Zurich, Switzerland, August 21-24, 1978. Volume 5.

Oxford and New York, Pergamon Press, 1979, p. 2747-2792. 32 refs. Research supported by the U.S. Postal Service.

Numerous studies have demonstrated the advantages of hydrogen as a fuel for Otto Cycle engines due to high thermal efficiency and low exhaust pollutant levels. Characteristic of hydrogen engine operation using pre-mixed intake charge formation is a problem of pre-ignition resulting in an intake manifold 'backfire'. Additional problems include high NOx production when using certain equivalence ratios and power output degradation due to low fuel energy/volume density. Techniques for direct and manifold fuel injection are discussed as means for overcoming these problems. Emphasis is placed on the need for total engine control, integrating control of fuel injection, ignition timing, intake air throttling, and vehicle subsystems within a central electronic unit. An electronically actuated fuel injection valve and a prototype electronic control system are developed. These are applied in manifold and direct injection system geometries, and evaluated in engine testing. System effectiveness and feasibility are discussed. (Author)

A80-23263 Charging of jet fuel on polyurethane foams. J. T. Leonard and W. A. Affens (U.S. Navy, Naval Research Laboratory, Washington, D.C.). In: Electrostatics 1979; Conference on Electrostatic Phenomena, 5th, Oxford, England, April 17-20, 1979, Invited and Contributed Papers. Bristol, England, Institute of Physics, 1979, p. 55-65. 5 refs.

Jet fuels were charged electrostatically by flowing through polyurethane foam. Of the two types of foam tested, the polyether-type polyurethane foam was found to be the more active, producing about six times more charge than the polyester-type. However, the magnitude of the charge could not be predicted from the conductivity of the fuel nor on the basis of its tendency to charge on a standard paper filter. (Author)

A80-23283 Controlling adaptive antenna arrays with the sample matrix inversion algorithm. L. L. Horowitz, H. Blatt, W. G. Brodsky, and K. D. Senne (MIT, Lexington, Mass.). (Institute of Electrical and Electronics Engineers, Electronic Show and Convention, New York, N.Y., Apr. 30, 1979.) IEEE Transactions on Aerospace and Electronic Systems, vol. AES-15, Nov. 1979, p. 840-848. USAF-supported research.

Considerations are given leading to the selection of the sample matrix inversion algorithm for the control of an airborne narrowband adaptive receiving array for use in omnidirectional communications. Performance is measured for a laboratory nulling system which implements this design concept. This performance is compared with predictions based on the component tolerances of the laboratory system.

(Author)

A80-23304 # de Havilland - The changes ahead. J. W. Sandford (de Havilland Aircraft of Canada, Ltd., Downsview, Ontario, Canada). (Canadian Aeronautics and Space Institute, Annual General Meeting, 25th, Ottawa, Canada, May 3, 1979.) Canadian Aeronautics and Space Journal, vol. 25, 4th Quarter, 1979, p. 317-333.

After a brief discussion on the background of the de Havilland Aircraft of Canada and its current business position, the paper examines future developments and the basic philosophy of the company. The projections of the market environment that will influence the aircraft industries throughout the world are outlined, including the price and availability of the fuel, the age of existing fleets and productivity of new versus old aircraft. The current Twin Otter, Buffalo and DASH 7 aircraft and their derivatives are described. Special attention is given to the DASH X, scheduled for introduction in the first half of the 1980's. It will carry up to 32 passengers and utilize a high wing with a supercritical airfoil section. Its maximum cruise speed will be 260 knots and the other improvements will include reduced fuel consumption per passenger (10-20%), decreased direct operating costs (partly due to turboprop technology), and better unpaved runway capability.

A80-23306 # The laminar lightplane or the aircraft performance revolution is upon us. B. H. Carmichael (Rockwell International Corp., Pittsburgh, Pa.). Canadian Aeronautics and Space Journal, vol. 25, 4th Quarter, 1979, p. 341-358, 12 refs.

The paper examines the body of theoretical and experimental literature that is leading to the development of the laminar light aircraft of very high cruising efficiency. The aerodynamic theory of laminar aircraft is reviewed, and certain practical difficulties associated with instability of the laminar boundary layer are considered. Two aircraft configurations, propellar-driven and jet-propelled, with extensive laminar flow possibilities, are described; attention is given to drag estimation and to the determination of maximum speed for these aircraft. Methods for fabricating laminar aircraft are briefly discussed, with attention given to the choice of structural materials.

A80-23307 # The potential for development of high performance light aircraft. D. J. Marsden (Alberta, University, Edmonton, Canada). (Canadian Aeronautics and Space Institute, Annual General Meeting, 25th, Ottawa, Canada, May 3, 1979.) Canadian Aeronautics and Space Journal, vol. 25, 4th Quarter, 1979, p. 359-369.

The present study assesses the potential for improved performance of state-of-the-art light aircraft on the basis of available information on overall dimensions, installed power, cruising speed and all-up weight. The contribution to overall drag of undercarriage, engine cooling, and wing profile drag is estimated, and the impact of drag reduction on overall performance is discussed. It is shown that the cruise speed of a typical two-place single-engine aircraft with installed power of 100 hp, all-up weight of 1600 lb, and a cruise speed at 7000 ft altitude of 117 mph can be increased to 137 mph by making the under-carriage retractable and doing some further moderate clean-up of aerodynamic surfaces. Further modifications including a 50% reduction in wing area and addition of a full-span slotted flap to retain low landing speed will increase the cruise speed to 160 mph. More radical configuration changes to increase wing loading and place the propeller at the rear of the fuselage can increase cruising speed to 200 mph with no increase in the installed engine power. Fuel economy will be improved to 45 miles per gallon.

A80-23335 Mechanical fasteners dominating aerospace. J. Mayfield. Aviation Week and Space Technology, vol. 112, Feb. 18, 1980, p. 38, 39, 41 (3 ff.).

After a brief review of adhesive bonding, weldbonding, welding, and diffusion bonding, the paper examines mechanical fasteners for the aerospace industry, stressing modifications to design and the use of composite materials. Research on fastener systems compatible with graphite/epoxy composites is discussed, noting the problem of galvanic corrosion. Two types of composite mechanical fasteners, one a two-piece fastener, consisting of thermoset epoxy resin reinforced with glass fibers, the other a single-piece fastener made of thermoplastic polysulfone resin reinforced with glass fibers, are analyzed together with the manufacturing equipment. Also discussed are a four-piece, two-sleeve blind fastener and the use of Teflon coatings on fasteners.

A80-23351 The shapes of things to come - An introduction to the capabilities of the British Aerospace Numerical Master Geometry System. H. G. Mason (British Aerospace, Aircraft Group, Weybridge, Surrey, England). Aeronautical Journal, vol. 83, Dec. 1979, p. 483-489. 8 refs.

The purpose of the paper is to give a brief introduction to the scope, flexibility and power of the British Aerospace Numerical Master Geometry System, which is a computer aid for the design and manufacture of complicated three-dimensional curved surfaces. The basis of the mathematical model used by NMG is the parametric bicubic surface which consists of a topologically rectangular grid of bicubic tiles. Attention is given to the applications of the basic systems to three-eleven forward fuselage sections and the hull sections of a luxury yacht.

C.F.W.

A80-23371 The structure-free thrust-doubling of insect-like aircraft - The possibility of using insect-flight /thrust-flight/ on a large technical scale (Die strukturfreie Schubverdopplung insektenartiger Flugzeuge - Eine Möglichkeit, den Insektenflug /Schubflug/ grosstechnisch zu nutzen). B. de Temple (Rheinland-Ffalz, Fachhochschule, Heidesheim, West Germany). VDI-Zeitschriften Forschritt-Berichte, Reihe 12 - Verkehrstechnik, no. 36, Mar. 1979. 291 p. 12 refs. In German.

A80-23373

Analytical and numerical studies of the effect of aircraft design parameters on the geometry of the circular transition-curve of an optimized transition- and climb-path for the jet-aircraft takeoff (Analytisch-numerische Betrachtungen über den Einfluss einiger Flugzeug-Auslegungsgrössen auf die Geometrie des kreisförmigen Übergangsbogens einer optimierten Übergangs- und Steigstrecke für den Start schneller Strahlflugzeuge). L. von Bonin (Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt, Institut für Strukturmechanik, Braunschweig, West Germany). VDI-Zeitschriften Fortschritt-Berichte, Reihe 12 · Verkehrstechnik, no. 37, June 1979. 37 p. 10 refs. In German.

A80-23374 # Transport phenomena in labyrinth seals of turbomachines (Phénomènes de transport dans les garnitures à labyrinthes des turbomachines). T. Boyman. Lausanne, Ecole Polytechnique Fédérale, Docteur ès Sciences Techniques Thesis, 1979. 101 p. 27 refs. In French.

The aim of this study is: (1) to investigate mechanisms which cause the undesired transport of contaminating fluid through labyrinth seals of turbomachines in the direction opposite to the buffering-fluid flow and (2) to estimate the contamination level. The study was performed on straight-through-type labyrinth seals with moving fins and a stationary outer cylinder. LDA measurements performed on a large-scale model showed that the transport is mainly due to turbulence caused by rotation of the fins. In the contaminating suspensions it is shown theoretically that the undesired transport occurs through very small particles or droplets and cannot be distinguished from turbulent diffusion.

B.J.

A80-23460 * # Helicopter /RSRA/ in-flight escape system - Component qualification. L. J. Bernent (NASA, Langley Research Center, Hampton, Va.). In: Symposium on Explosives and Pyrotechnics, 10th, San Francisco, Calif., February 14-16, 1979, Proceedings. Philadelphia, Pa., Franklin Research Center, 1979, p. 7-1 to 7-15.

The paper describes the design, development, and qualification approach for the RSRA (Rotor Systems Research Aircraft) system explosive and pyrotechnic components. The approach was based on previous experience and included: (1) the application of good design practice and quality control, (2) a thorough examination of component interfaces through demonstration testing of functional margins, (3) the carrying out of thorough real-world sequential environmental testing, and (4) the operation of environmentally exposed units in subsystem-level tests at temperature, force, and energy limits. Owing largely to this approach, the RSRA became the first helicopter system to contain a fully qualified and operational in-flight escape system.

A80-23461 # Development of a hot wire initiated pyrotechnic propellant gas source for a parachute ejection system. J. R. Craig (Sandia Laboratories, Albuquerque, N. Mex.) and D. W. Fyfe (Unidynamics/Phoenix, Inc., Phoenix, Ariz.). In: Symposium on Explosives and Pyrotechnics, 10th, San Francisco, Calif., February 14-16, 1979, Proceedings. Philadelphia, Pa., Franklin Research Center, 1979, p. 10-1 to 10-8. Research supported by the U.S. Department of Energy.

A hot wire initiated pyrotechnic-propellant gas source was developed which is used to produce the energy required to deploy a parachute for a parachute ejection system. Deployment mass and ejection velocity were specified as 50 kg and 46 m/s. The gas generator design which evolved has titanium subhydride/potassium perchlorate and boron/potassium nitrate in the pyrotechnic elements and an extruded small grain high temperature resistant propellant type HES 8028 for the gas source. (Author)

A80-23462 # Pyrotechnic delay cutters for more severe accelleration and temperature environments. D. H. Brooks and F. J. Valenta (U.S. Navy, Naval Ordnance Station, Indian Head, Md.). In: Symposium on Explosives and Pyrotechnics, 10th, San Francisco, Calif., February 14-16, 1979, Proceedings. Philadelphia, Pa., Franklin Research Center, 1979, p. 12-1 to 12-13. 9 refs.

The U.S. Air Force has experienced failures with in-service reefing line pyrotechnic delay cutters employed in Mid-Air Retrieval Systems (MARS) for remotely piloted vehicle (RPV) recovery. The failures have been attributed to environmental conditions during MARS deployment. The Naval Ordnance Station, Indian Head MD (NAVORDSTA) is currently completing the development of two pyrotechnic delay cutters providing a total of nine different time delays. The cutters are required to operate under sustained high acceleration loading and to a cold temperature extreme of -100 F. Other design features to optimize cutting capability and minimize mechanical pull force initiation levels have also been incorporated.

(Author)

A80-23530 Bit slices in a radar processor. T. Bucciarelli (Selenia S.p.A., Rome; Perugia, Università, Perugia, Italy), M. Di Lazzaro, and G. Petrocchi (Selenia S.p.A., Rome, Italy). In: Microprocessors: A tool for the future; Electronics Workshop, Lausanne, Switzerland, October 2-4, 1979, Proceedings.

Lausanne, Ecole Polytechnique Fédérale de Lausanne, 1980, p. 187-196.

The use of bit slices in a radar processor to improve target detectability is discussed. Depending on the particular need, different bit sizes are incorporated; 8 when cancellation for clutter is needed and 12 for better tracking precision. Attention is given to pipeline processing, a parallel processor and to tracking radars.

C.F.W.

A80-23799 Safety and comfort - The airliner cabin. I. Goold. Flight International, vol. 117, Feb. 16, 1980, p. 479-484.

Airworthiness requirements governing the design of seats and the strength tests to be applied are outlined. Specifications for the testing of the flame resistance of cabin materials are presented. Finally, tradeoffs necessary to ensure passenger comfort are discussed.

B.J.

A80-23858

Variations in crack growth rate behavior. M. E. Artley, H. D. Stalnaker (USAF, Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio), and J. P. Gallagher (Dayton, University, Dayton, Ohio). In: Fracture mechanics; Proceedings of the Eleventh National Symposium, Blacksburg, Va., June 12-14, 1978. Part 1.

Philadelphia, Pa., American Society for Testing and Materials, 1979, p. 54-67. 11 refs.

Three variable amplitude stress histories based on a single repeating flight of a bomber aircraft are applied to center-crack panels of 7075-T6 aluminum. The stresses in each stress history are controlled so that the stress intensity factor coefficient is constant as the crack grows; the resulting fatigue crack growth (FGG) data show that the derived variable amplitude fatigue crack growth rate (FCGR) behavior is controlled by a stress intensity factor parameter. With the increased crack length measurement interval, the FCGR variability

associated with the secant method of differentiation decreases to the almost constant level of FCGR variability exhibited by the seven-point incremental polynomial method.

A.T.

A80-23876 * Stress-intensity factors for two symmetric corner cracks. I. S. Raju and J. C. Newman, Jr. (NASA, Langley Research Center, Hampton, Va.). In: Fracture mechanics; Proceedings of the Eleventh National Symposium, Blacksburg, Va., June 12-14, 1978. Part 1. Philadelphia, Pa., American Society for Testing and Materials, 1979, p. 411-430. 17 refs.

This paper presents stress-intensity factors, calculated by a three-dimensional finite-element analysis, for shallow or deep quarter-elliptical corner cracks at the edge of a hole in a finite-thickness plate. The plate was subjected to remote uniform tension, remote bending, or simulated pin loading in the hole; a wide range of configuration parameters was investigated. To verify the accuracy of the three-dimensional finite-element models employed, convergence was studied by varying the numbers of degrees of freedom. The stress-intensity factor variations along the crack front are compared with solutions from the literature. (Author)

A80-23900 Near-wake structure and unsteady pressures at trailing edges of airfoils. W. K. Blake and L. J. Maga (U.S. Naval Material Command, David W. Taylor Naval Ship Research and Development Center, Bethesda, Md.). In: Mechanics of sound generation in flows; Proceedings of the Joint Symposium, Göttingen, West Germany, August 28-31, 1979.

Berlin, Springer-Verlag, 1979, p. 69-75. 10 refs. Navy-supported research.

Experimental measurements show that flow-induced pressures on trailing edges with motion are due exclusively to the intensified vortex system and not to other near-field effects. The increase is nearly proportional to y(rms)/h and is apparently independent of wind speed over the range studied. The important factor from the viewpoint of hydroelastic phenomena is the well-defined phase relationship which is apparently dependent primarily on omega(v)/omega(s) and not on displacement amplitude and wind speed, at least over the parameter range studied.

A80-23901 * Investigation of trailing-edge noise. T. F. Brooks (NASA, Langley Research Center, Hampton, Va.) and T. H. Hodgson (North Carolina State University, Raleigh, N.C.). In: Mechanics of sound generation in flows; Proceedings of the Joint Symposium, Göttingen, West Germany, August 28-31, 1979.

Berlin, Springer-Verlag, 1979, p. 76-84. 6 refs. Grant No. NsG-1377.

A comprehensive experimental investigation of airfoil trailing-edge noise up to a Reynolds number based on chord of 2.96 x 10 to the 6th power is described. Comparisons are made with current theory, particularly with regard to the pressure field in the vicinity of the trailing-edge and its influence on the radiated noise. (Author)

A80-23902 Modelling low Mach number noise. W. Möhring (Max-Planck-Institut für Strömungsforschung, Göttingen, West Germany). In: Mechanics of sound generation in flows; Proceedings of the Joint Symposium, Göttingen, West Germany, August 28-31, 1979.

Berlin, Springer-Verlag, 1979, p. 85-96. 13 refs.

Often the calculation of sound generation to lowest order in Mach number by a flow requires the solution of a linear problem once the fluid motion is known. Several theories are developed which relate the generated sound to different quantities of the incompressible flow. Basic equations of low Mach number noise are derived, and attention is given both to the two-dimensional and three-dimensional flow problems.

A80-23903 * A study of production and stimulated emission of sound by vortex flows. J. E. Yates (Aeronautical Research Associates of Princeton, Inc., Princeton, N.J.). In: Mechanics of

sound generation in flows; Proceedings of the Joint Symposium, Göttingen, West Germany, August 28-31, 1979.

Berlin, Springer-Verlag, 1979, p. 97-106. 7 refs. Contracts No. NAS1-14503; No. NAS1-15033.

The noise radiated by an elementary corotating vortex pair in a shear flow is calculated. It is shown that a small shear can substantially increase the noise while small reverse shears can annihilate vortex pairs and thus reduce the pair noise mechanism. The resonant excitation of an ensonified vortex pair and the broadband noise amplification of a six vortex cluster is calculated. The results are in qualitative agreement with recent experimental findings on jet broadband noise amplification. (Author)

A80-23909 Theory of cross-spectral densities of jet noise. W. Richarz (Toronto, University, Toronto, Canada). In: Mechanics of sound generation in flows; Proceedings of the Joint Symposium, Göttingen, West Germany, August 28-31, 1979.

Berlin, Springer-Verlag, 1979, p. 153-159. 12 refs. Research sponsored by the Natural Sciences and Engineering Research Council of Canada,

The present investigation is an extension and development of Ribner's theory of broadband correlations between two microphones in the far field of a jet. The jet flow is modelled in much more detail and the theory is extended into the frequency domain. Theoretical predictions of coherence over a range of Strouhal numbers compare favourably with experimental results of several investigators. As in the broadband case, two mechanisms appear to shape the patterns of the cross-spectra: namely the instantaneous directivity of the sources and the non-compactness of the source region.

(Author)

A80-23910 Some analytical consideration in jet noise prediction. C. H. Berman (Boeing Commercial Airplane Co., Seattle, Wash.). In: Mechanics of sound generation in flows; Proceedings of the Joint Symposium, Göttingen, West Germany, August 28-31, 1979.

Berlin, Springer-Verlag, 1979, p. 160-166.

A singularity in the Lilley equation, which describes the generation and propagation of sound in turbulent flows, is removed by retaining a nonlinear term. Next, it is shown how the scattering of either sound or instability waves by turbulence can produce sound more efficiently than turbulent mixing alone. (Author)

A80-23916 A ray-theory approach for high-frequency engine-intake noise. A. J. Kempton (Rolls-Royce, Ltd., Derby, England). In: Mechanics of sound generation in flows; Proceedings of the Joint Symposium, Göttingen, West Germany, August 28-31, 1979.

Berlin, Springer-Verlag, 1979, p. 203-209.

This paper illustrates the feasibility of incorporating a ray-theory approach in the prediction of high-frequency engine-intake noise. It is shown that, for the frequencies and observation angles of most interest, diffraction by the intake lip can be neglected and ray theory used in its most simple form to model the propagation of the forward-radiated broadband fan noise of a typical high-bypass-ratio aero engine. It is also shown that when liners are introduced the sound attenuation at any one angle in the far-field is largely independent of the source (or modal) distribution. This suggests that it might be possible to assess the effects on fan noise of different liners without the need for a precise description of the source.

(Author)

A80-23922 Importance of jet temperature on the prediction of jet noise in flight. A. Michalke (Berlin, Technische Universität, Berlin, West Germany) and U. Michel (Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt, Berlin, West Germany). In: Mechanics of sound generation in flows; Proceedings of the Joint Symposium, Göttingen, West Germany, August 28-31, 1979.

Berlin, Springer-Verlag, 1979, p. 256-263.

It is shown that a theoretical prediction of jet noise from aircraft in flight can be achieved, when the static directivities of jet noise are known, and the ratio of flight speed to jet velocity is small. It is found that the jet temperature ratio and the axially stretching of the turbulent flow field have an important influence on the prediction of jet noise in flight. (Author)

A80-23923 * Excess noise from supersonic underexpanded jets in flight. I. V. Sarohia, S. P. Parthasarathy, P. F. Massier (California Institute of Technology, Jet Propulsion Laboratory, Pasadena, Calif.), and G. Banerian (NASA, Research and Technology Div., Washington, D.C.). In: Mechanics of sound generation in flows; Proceedings of the Joint Symposium, Göttingen, West Germany, August 28-31, 1979. Berlin, Springer-Verlag, 1979, p. 264-274, 15 refs. Contract No. NAS7-100.

A combination of flow visualization and measurement of both the near and far-field radiated noise of supersonic underexpanded jets under simulated flight conditions has led to the identification of a mechanism of excess jet noise production. It was observed that large lateral oscillations were imparted to the entire jet by the complex interaction of the outer flow with the jet. These jet oscillations appeared to develop almost abruptly into large oscillations becoming fully developed at about 6 to 10 diameters downstream of the nozzle exit at a location where the jet became subsonic. This lateral jet motion was observed to be planar and was accompanied by the production of weak shock waves. These weak shock waves existed in 'localized' circumferential regions outside the iet, e.g., quadrants or portions thereof and traveled upstream. It was determined that the measured excess noise was produced by these weak shock waves. Neither the jet oscillations nor the excess noise existed when there was no outer flow around the supersonic underexpanded jet. (Author)

A80-23932 # Computational transonic analysis for a supercritical transport wing-body configuration. E. G. Waggoner (Vought Corp., Dallas, Tex.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0129. 13 p. 11 refs.

A small disturbance transonic analysis code coupled with a two dimensional boundary layer code has been used to calculate the flow field effects of a wing planform and root section changes on a supercritical wing-body transport configuration. Modifications were made to the analysis code in the early phase of the effort which significantly improved the comparisons of experimental and computed wing pressure distributions on the current configurations. These modifications involved the global grid system spacing near the wing and the interpolation scheme for wing coordinates intermediate to the defining stations. Computations were performed on a baseline configuration and two variant configurations. Comparisons are presented between the computed aerodynamic forces, moments and wing pressure distributions and experimental data obtained from tests conducted in the Langley 8-foot transonic pressure tunnel. The comparisons show that the computational results are sensitive to subtle design modifications and that the code could be used as an effective guide during the design process for transport configurations. (Author)

A80-23933 * # Simulated transonic flows for aircraft with nacelles, pylons, and winglets. C. W. Boppe and M. A. Stern (Grumman Aerospace Corp., Bethpage, N.Y.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0130. 17 p. 14 refs. Contract No. NAS1-14732.

A computational method which simulates transonic flow about wing-fuselage configurations has been extended to include the treatment of multiple body and non-planar wing surfaces. The finite difference relaxation scheme is characterized by a modified small disturbance flow equation and multiple embedded grid system. Wing-body combinations with as many as four nacelles/pods, four

pylons, and wing-tip-mounted winglets can be analyzed. A scheme for modeling inlet spillage and engine exhaust interference effects has been included. Computed results are correlated with experimental data for three transport configurations. (Author)

A80-23936 # Mixer nozzle noise characteristics. A. P. Pennock (Lockheed-Georgia Co., Marietta, Ga.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0166. 5 p.

Thirteen turbofan mixer nozzle models were tested for performance and noise with heated primary flow. At takeoff pressure ratio the following were found: the test nozzle spectra were similar in shape and peak frequency to the baseline coplanar spectra, and therefore, mixer nozzle noise was approximated by coplanar nozzle noise plus or minus an increment that varied with design, primary flow temperature, and angle; noise was relatively insensitive to mixing section length and to the number of lobes on lobed primary nozzles, and with a heated primary the OASPL reduction at the high-noise aft angles was about 5.5 dB for the lobed mixers and 2 to 3 dB for the simpler designs, compared with 7.5 dB for complete mixing. (Author)

A80-23940 # Advanced strategic aircraft concepts. C. D. Wiler and D. P. Raymer (Rockwell International Corp., North American Aircraft Div., Los Angeles, Calif.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0188. 7 p. Contract No. F33615-77-C-0115

Some approaches are proposed for the next generation of manned strategic aircraft, which are expected to utilize revolutionary approaches to configuration design, structures, and the various subsystems. Attention is given to the areas of propulsion and structural materials which will contribute greatly to lighter and chapter aircraft. Such aircraft will be able to fly further without refuelling while using considerably less fuel and with lower maintenance requirements. They will also be smaller and less vunerable, while carrying advanced navigation aids to permit unprecidented accuracy.

M.E.P.

A80-23942 # The nonlinear supersonic potential flow over delta wings. B. Grossman and M. J. Siclari (Grumman Aerospace Corp., Bethpage, N.Y.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0269. 13 p. 19 refs. Contract No. F33615-77-C-3126.

A numerical procedure has been developed for the computation of the steady, inviscid supersonic flow over aircraft configurations. The technique accounts for major nonlinear effects (shock waves, blunt leading edges) at low to moderate supersonic speeds. A fully implicit marching technique for the full potential equation is utilized in a stereographically projected, conformally mapped, spherical coordinate frame. Cross-flow planes are efficiently solved by type-dependent relaxation techniques. Results are presented for several delta wing configurations and bodies of revolution, and are compared with existing experimental data, Euler's equations solutions and results from linearized theories (panel methods). (Author)

A80-23950 * # Thermostructural analyses of structural concepts for hypersonic cruise vehicles. A. H. Taylor (Kentron International, Inc., Hampton, Va.) and L. R. Jackson (NASA, Langley Research Center, High-Speed Aerodynamics Div., Hampton, Va.). American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 18th, Pasadena, Calif., Jan. 14-16, 1980, Paper 80-0407, 12 p. 9 refs.

A matrix of structural concepts suitable for Mach 5 hydrogenfueled hypersonic vehicles are defined, and a thermostructural analysis of each is presented. The thermal environment encountered in this flight regime mandates hot structures of superalloy materials or insulated structures using more conventional materials such as titanium, aluminum, and composites. This paper compares the thermostructural performance of several concepts. The various structures are initially sized to carry a 2.5 g subsonic maneuver load. The structural weights are determined, and these components are then evaluated in a transient heating program along with various thermal protection systems to determine the minimum weight combination. The temperature profiles generated for these minimum weight solutions are used as input to a structural analysis along with a model of the appropriate structural concept to calculate thermal stresses. Generally, hot structure concepts have higher thermal stresses. In most cases, the thermal stresses are below the yield strength of the material. It is shown that integral tanks have weights similar to nonintegral tank concepts for the same level of technology. Moreover, an insulated tubular aluminum-composite structure with nonintegral tanks appear attractive for near-term vehicles. (Author)

A80-23962 All-Equipment Production Reliability Tests /AEPRT/ for the F-15. J. H. Boiles (McDonnell Aircraft Co., St. Louis, Mo.). In: Environmental stress screening of electronic hardware; Proceedings of the National Conference and Workshop, San Jose, Calif., February 28-March 2, 1979. Mt. Prospect, III., Institute of Environmental Sciences, 1979, p. 19-23; Discussion, p. 24. 5 refs.

Although the production reliability sample tests identified many equipment problems which were subsequently corrected, a substitute reliability test plan, identified as All-Equipment Production Reliability Test (AEPRT), was implemented for several of the F-15 equipments to improve test effectiveness. This plan imposed a minimum failure-free operating period on all equipment in lieu of longer tests of samples from the lot.

V.T.

A80-23970 Principles of electronic warfare - Radar and EW. W. A. Davis (Virginia Polytechnic Institute and State University, Blacksburg, Va.). *Microwave Journal*, vol. 23, Feb. 1980, p. 52-54, 56-59.

The basic forms of radar are considered, and the various forms of electronic countermeasures and counter-countermeasures are briefly described. The goal of this review is to describe the philosophy of electronic warfare and not to catalog the numerous specific techniques.

A80-23980 # A rotor supported without contact - Theory and application. H. Ulbrich (München, Technische Universität, Munich, West Germany), G. Schweitzer (Zürich, Eidgenössische Technische Hochschule, Zurich, Switzerland), and E. Bauser (Max-Planck-Institut für Festkörperforschung, Stuttgart, West Germany). In: World Congress on the Theory of Machines and Mechanisms, 5th, Montreal, Canada, July 8-13, 1979, Proceedings. Volume 1.

New York, American Society of Mechanical Engineers, 1979, p. 181-184. 7 refs.

A rotor is supported contactless and without any wear by using electromagnetic bearings. In addition, the dynamical behavior of the rotor is optimized by controlling the bearing forces according to a specified control law. The control depends on the complete rotor state, which is obtained from limited measurement information through a minimal order observer. The electromagnetic actuators have been developed as self-contained bearing elements. Due to their linear input/output characteristic they can be easily integrated into the multivariable control loop of the rotor-bearing-system. The theoretical results are corroborated by experiments. The rotor was developed for application in liquid-phase epitaxial growth of very thin semiconductor layers. For this purpose, a very smooth rotation is required in a reactor which is leak-proof even under ultrahigh-vacuum conditions. An active suspension was necessary in order to absolutely exclude contamination by lubricants or wear. (Author)

A80-23988 # Vibrational modes of an aircraft simulator motion system. R. Hoffman (McGill University, Montreal, Canada) and M. G. McKinnon (CAF Electronics, Ltd., Montreal, Canada). In: World Congress on the Theory of Machines and Mechanisms, 5th, Montreal, Canada, July 8-13, 1979, Proceedings. Volume 1.

New York, American Society of Mechanical Engineers, 1979, p. 603-606, 5 refs.

This paper describes how the vibrational characteristics of an aircraft simulator motion system are analyzed by means of the finite element computer program SAP IV. The motion system mechanism consists of a platform supported by six independent hydraulic servocylinders pivoted at each end thus allowing the platform to be moved in space with six degrees of freedom. It is desired to obtain the natural frequencies and mode shapes of the vibrations arising from both the compressibility of the oil in the cylinders and the bending-mode flexibility of the cylinders themselves. It is shown that SAP IV is an efficient tool to analyze the mechanical system but that the effects of feedback control of the servo space cylinders cannot readily be included. (Author)

A80-24027 Aircraft collisions. E. L. Wiener (Miami, University, Miami, Fla.). In: Human Factors Society, Annual Meeting, 23rd, Boston, Mass., October 29-November 1, 1979, Proceedings.

Santa Monica, Calif., Human Factors Society, Inc., 1979, p. 26-29. 9 refs.

The paper examines collisions from a human factors perspective, seeing them as 'system-induced errors' resulting from control systems that stress regulation and airspace allocation, and do not properly consider the human operator. It is argued that in order to avoid future accidents, system designers must consider such topics as basic assumptions in air traffic control, mixed_IFR and VFR navigation, pilot-controller and controller-controller communications, extracockpit vision, workload of pilots and controllers, proposed regulations, and instrumentation.

M.E.P.

A80-24089 # The proposed Boeing Supersonic Wind Tunnel high Reynolds number insert. E. G. Hill (Boeing Co., Seattle, Wash.). In: International Symposium on Cryogenic Wind Tunnels, 1st, Southampton, England, April 3-5, 1979, Proceedings. Southampton, University of Southampton, 1979, p. 33.1-33.4.

Modification of the frequently used Boeing Supersonic Wind Tunnel (BSWT) to provide high Reynolds number testing capabilities is presented. The modified BSWT is called The Boeing High Reynolds Number Tunnel, BHRT. Design and flow and data requirements are outlined along with circuit development.

A80-24090 * # Full scale aircraft simulation with cryogenic tunnels and status of the National Transonic Facility. R. A. Kilgore, W. B. Igoe, J. B. Adcock, R. M. Hall, and C. B. Johnson (NASA, Langley Research Center, Hampton, Va.). In: International Symposium on Cryogenic Wind Tunnels, 1st, Southampton, England, April 3-5, 1979, Proceedings. Southampton, University of Southampton, 1979, p. 11.1-11.18; Discussion, p. 11.19.29 refs

The paper reviews the results of some of the real-gas studies made at Langley that are directly related to establishing the range of operating conditions that can be used in a cryogenic nitrogen wind tunnel and still be assured of valid full-scale simulation. Consideration is given to the important aerodynamic features, anticipated performance capability, status of construction, and projected operating data for the National Transonic Facility.

V.T.

A80-24092 # Progress report on a cryogenic pilot transonic wind tunnel driven by induction. A. Blanchard and D. Faulmann (ONERA, Centre d'Etudes et de Recherches de Toulouse, Toulouse, France). In: International Symposium on Cryogenic Wind Tunnels,

1st, Southampton, England, April 3-5, 1979, Proceedings.
Southampton, University of Southampton, 1979, p. 13.1-13.11.

The paper examines the layout and operating methods of a wind tunnel 1/10th the scale of an existing pressurized transonic wind tunnel. A new solution for increasing the Reynolds numbers with smaller sized wind tunnels is considered. It is concluded that a promising solution to increase the Reynolds numbers without producing too many technological problems seems to be found by employing a short cryogenic operating run, in which the cooling is ensured by a quick injection of liquid nitrogen in the return leg circuit.

C.F.W.

A80-24138 # Design for continuing structural integrity. E. K. Walker, J. C. Ekvall, and J. E. Rhodes (Lockheed-California Co., Burbank, Calif.). ASME, Transactions, Journal of Engineering Materials and Technology, vol. 102, Jan. 1980, p. 32-39.

This paper addresses the structural integrity planning that takes place during the design development process of commercial aircraft. Subjects discussed include the evolutionary nature of the process, the need for continued planning during service, the role of simplistic envelope criteria, and the basic concepts underlying analyses used in the planning process. Examples include in-service planning for older aircraft and design development for continued structural integrity of a modern wide-body transport. Concluding remarks discuss how the process will be applied to the next generation of aircraft. (Author)

A80-24140 # Low cycle fatigue life model for gas turbine engine disks. T. G. Meyer and T. A. Cruse (United Technologies Corp., Pratt and Whitney Aircraft Group, East Hartford, Conn.). ASME, Transactions, Journal of Engineering Materials and Technology, vol. 102, Jan. 1980, p. 45-49. 5 refs. Contract No. F33615-75-C-2063.

A low cycle fatigue (LCF) life exhaustion method is developed for gas turbine engine disks subjected to complex mission history loading. The method is incorporated into an algorithm for LCF life exhaustion prediction as a function of component, material, mission history, and mission ordering. Principal features in the LCF life model include a simple strain range-mean stress correlation model, a predictive model for the effects of strain-hardened surface layers due to machining and the effects of dwell (creep) due to elevated temperature exposure time, a fracture mechanics-based nonlinear, cumulative damage model, and full-scale component verification.

(Author

A80-24242 * Frequency dependent precompensation for dominance in a four input/output theme problem model. R. M. Schafer and M. K. Sain (Notre Dame, University, Notre Dame, Ind.). In: Joint Automatic Control Conference, Denver, Colo., June 17-21, 1979, Proceedings.

New York, American Institute of Chemical Engineers, 1979, p. 348-353. 8 refs. Grant No. NsG-3048.

This paper reports on additional experience in applying the CARDIAD methodology to design of dynamical input compensation to achieve column dominance for linear multivariable models of realistic turbine engine simulations. In particular, the approach has been extended to models having four inputs and four outputs, and successful compensations have been achieved with an investment of about thirty minutes desk time. (Author)

A80-24244 * Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation. S. R. Liberty, R. A. Maynard, and R. R. Mielke (Old Dominion University, Norfolk, Va.). In: Joint Automatic Control Conference, Denver, Colo., June 17-21, 1979, Proceedings. New York, American Institute of Chemical Engineers, 1979, p. 359. Grant No. NsG-1519.

This brief paper summarizes the approach the authors will take in designing a feedback controller for the F-100 turbofan engine. The technique to be utilized simultaneously realizes dominant closed-loop eigenvalues, approximates specified modal behavior, and achieves low eigensystem sensitivity with respect to certain plant parameter variations.

(Author)

A80-24246 Multivariable synthesis with inverses. J. L. Peczkowski (Bendix Corp., South Bend, Ind.), M. K. Sain (Notre Dame, University, Notre Dame, Ind.), and R. J. Leake (California State University, Fresno, Calif.). In: Joint Automatic Control Conference, Denver, Colo., June 17-21, 1979, Proceedings.

New York, American Institute of Chemical Engineers, 1979, p. 375-380. 5 refs.

The application of total synthesis (TS) methods to the design of controller dynamics for linear multivariable models of realistic turbine engine simulations is illustrated. TS methods provide the designer with a capability to specify thoroughly and directly the nominal dynamic relationship between command or request variables and controlled or response variables. Under reasonable assumptions, this capability can include transient response as well as limiting values, and of course internal stability. Particular stress is placed upon the inverse total synthesis problem (ITSP), which emphasizes the inverse of the plant input/output relation, expressed typically as a matrix of transfer functions. In numerous case studies, the ITS approach has shown an ability to preserve designer insight and influence, and has turned out to be relatively easy to understand; both properties are of importance for general control applications.

(Author

A80-24247 Failure accommodation in gas turbine engines with application to fan turbine inlet temperature reconstruction. R. K. Sahgal and R. J. Miller (United Technologies Corp., Pratt and Whitney Aircraft Group, West Palm Beach, Fla.). In: Joint Automatic Control Conference, Denver, Colo., June 17-21, 1979, Proceedings.

New York, American Institute of Chemical Engineers, 1979, p. 381-386. 14 refs.

An observer based procedure to eliminate excessive sensor redundancy and to reconstruct output of failed sensors is considered. A dyadic observer, driven by reliable sensor outputs is designed to reconstruct the output of failed sensors. To obviate large feedback gain terms, the observer design is considered within a constrainted optimization setting. The procedure is applied to the reconstruction of the principal protection parameter of the F100 gas turbine engine, fan turbine inlet temperature (T45) based on reliable sensor measurements. It is shown that accurate reconstruction of T45 is achieved and that this procedure is robust.

(Author)

A80-24248 An application of model-following control. J. D. Aplevich (Waterloo, University, Waterloo, Ontario, Canada). In: Joint Automatic Control Conference, Denver, Colo., June 17-21, 1979, Proceedings. New York, American Institute of Chemical Engineers, 1979, p. 393-398. 17 refs. Research supported by the Natural Sciences and Engineering Research Council of Canada.

The feasibility of implicit model-following by the sequential process of exact model-matching and then approximating the result for improved realizability or sensitivity is partially tested in this paper. A time-domain input-output system description is used as a vehicle for removing numerical difficulties previously shown to exist for a reduced model of the F100 engine. A brief test is also performed on the canonical 30-state model. (Author)

A80-24257 Parameter sensitivity in time varying linear systems, with an application to the dynamics of VTOL aircraft. R. V. Ramnath (Charles Stark Draper Laboratory, Inc.; MIT, Cambridge,

Mass.) and S. Radovsky (Charles Stark Draper Laboratory, Inc., Cambridge, Mass.). In: Joint Automatic Control Conference, Denver, Colo., June 17-21, 1979, Proceedings. New York, American Institute of Chemical Engineers, 1979, p. 609-616. 12 refs.

The problem of sensitivity to parameter variations of slowly time varying linear systems is investigated. Useful asymptotic approximations to the sensitivities are developed by the generalized multiple scales method. The technique is applied to evaluate the sensitivities of VTOL aircraft dynamics during transition from hover to forward flight, to changes in the stability derivatives of the aircraft. A comparison of the results by these methods shows good agreement for the two- and three-degree-of-freedom motion of the vehicle. (Author)

A80-24261 Frequency-domain control design for variable linear systems. M. B. Callaham (Charles Stark Draper Laboratory, Inc., Cambridge, Mass.) and R. V. Ramnath (Charles Stark Draper Laboratory, Inc.; MIT, Cambridge, Mass.). In: Joint Automatic Control Conference, Denver, Colo., June 17-21, 1979, Proceedings. New York, American Institute of Chemical Engineers, 1979, p. 634-637. 6 refs. Research supported by Charles Stark Draper Laboratory Independent Research and Development Program.

This paper describes a new method for frequency-domain control design and performance analysis of time-dependent continuous linear systems. In this approach the frequency response of a variable linear system is represented by a system function H(s,t), which is defined as the Laplace transform of the system transition matrix F(t,r) with respect to r. A system function cannot generally be calculated symbolically in closed form; this problem is circumvented by approximating the system function by an asymptotic expansion obtained using the generalized method of multiple scales. Although the algebra of system functions is noncommutative, a concept of 'asymptotic commutativity' is introduced and exploited in a design procedure which allows frequency-domain design principles to be invoked while preserving mathematical rigor and thereby avoiding several pitfalls to which nonrigorous 'quasi-static' analysis is subject. (Author)

A80-24266 Optimal output feedback for systems having direct feedthrough of control. S. M. Rock and R. L. De Hoff (Systems Control, Inc. /Vt/, Palo Alto, Calif.). In: Joint Automatic Control Conference, Denver, Colo., June 17-21, 1979, Proceedings. New York, American Institute of Chemical Engineers, 1979, p. 872-876. 7 refs. Contract No. F33615-77-C-2096.

A common situation in the LQG formulation of the multivariable control problem is that outputs, rather than states are available for control law implementation. The disadvantages to the state reconstruction solution include modeling uncertainty, a large additional complexity, parameter sensitivity, and uncertain channel failure behavior. An alternate to state reconstruction is proportional feedback of the output variables. A method of designing output feedback control laws is discussed. Formulation of the iterative algorithms which incorporate a fixed structure (partial feedback) gain matrix for systems with direct feedthrough of the control is shown. In addition to the minimization of a standard, quadratic cost functional, a procedure for including steady state accuracy and tracking performance directly into the objective function is discussed. The approach is illustrated on a multivariable regulator design for a variable cycle turbofan engine model. (Author)

A80-24267 Optimal design of a linear sampled data control system using round robin output feedback. N. H. McClamroch (Michigan, University, Ann Arbor, Mich.). In: Joint Automatic Control Conference, Denver, Colo., June 17-21, 1979, Proceedings.

New York, American Institute of Chemical Engineers, 1979, p. 891-894. Research supported by the Bendix Corp.

A linear optimal control problem is defined; the main feature of the problem is a constraint that the control be piecewise constant, as in a sampled data system, and that updating of the control values depends on prior sampled values of the output variables. Such constraints may arise as a consequence of the use of a microcomputer as part of the control and signal processing logic. The mathematical optimal control problem is shown to be equivalent to a standard optimal sampled data control problem. The optimal feedback gains for the original problem are obtained using this equivalence. The use of optimal closed loop eigenvalues as measure of performance of an optimal system is suggested. The results are applied to a problem of controlling the glide slope error for an aircraft.

(Author)

A80-24310 Effects of idealizing three-dimensional geometry with two-dimensional models in temperature and stress analysis of engine components. N. Sandsmark (Norske Veritas, Oslo, Norway) and O. T. Saugerud. In: Numerical methods in thermal problems; Proceedings of the First International Conference, Swansea, Wales, July 2-6, 1979. Swansea, Wales, Pineridge Press, Ltd., 1979, p. 585-594. 8 refs.

The investigations described in the present paper showed that the common practice of applying two-dimensional models to thermal problems for three-dimensional models should be treated with care to avoid misleading results. A primary requirement for stress analysis is that the load and the general stiffness properties of the component be represented adequately by the basic two-dimensional model. For analysis of design details, in particular for optimization purposes, two-dimensional models can be used to good advantage using boundary conditions from a three-dimensional analysis.

V.P.

A80-24360 Experiments on the diffraction of weak blast waves - The von Neumann paradox. L. F. Henderson and A. Siegenthaler (Sydney, University, Sydney, Australia). Royal Society (London), Proceedings, Series A - Mathematical and Physical Sciences, vol. 369, no. 1739, Feb. 12, 1980, p. 537-555. 21 refs. Research supported by the Australian Research Grants Committee.

The results of experiments with weak incident shocks diffracting over concave corners are presented. For Mach reflection, the experiments reveal a fundamental difference between weak and strong shock diffraction, namely, that for weak shock diffraction the corner signal can always catch up with the three-shock confluence, but this does not happen for strong shock diffraction except for comparatively small corner angles. By taking into account the attenuating effect of the corner signal, it is possible in principle to modify the well-known von Neumann theory which is then in good agreement with the experimental data. Another effect of the corner signal is to cause a partial loss of the self-similarity property of the three-shock system. The modified theory can be extended to include the persisted regular reflection phenomenon suggesting that this is an unresolved Mach reflection. In that event there is some experimental evidence that transition to Mach reflection would then be consistent with the normal shock point as Henderson and Lozzi found for strong shock diffraction. (Author)

A80-24382 Airborne radar - Evolution and diversification (Les radars aéroportés évolution et diversification). H. Poinsart (Thomson-CSF, Division Equipements Avioniques, Malakoff, Hautsde-Seine, France). *Navigation* (Paris), vol. 28, Jan. 1980, p. 28-37. In French

The operation and utilization of airborne radar are reviewed with reference to the Cyrano, Iguane, and Agave systems. Particular consideration is given to identification procedures, digital processing techniques, pulse compression for precision range measurement, and electronic scanning for flexibility.

B.J.

A80-24383 North Atlantic MNPS . . . 1980 (Atlantique du Nord M.N.P.S. . . . 1980). J. Fournier and J. Hamelin (Compagnie Nationale Air France, Paris, France). *Navigation* (Paris), vol. 28, Jan. 1980, p. 49-62. In French.

The paper examines current Minimum Navigation Performance Specifications (MNPS) for aircraft flying in the North Atlantic area. The discussion is based on the IATA general document of August 1979 concerning these specifications. Some general recommendations of how to improve the North Atlantic MNPS are presented. B.J.

A80-24472 Airliner simulator census. D. Velupillai. *Flight International*, vol. 117, Feb. 23, 1980, p. 570-574, 581-584.

The most recent advances in airliner simulator technology are surveyed, noting that the operating cost of a simulator is only about one tenth that of an airliner. It is shown that simulator manufacturers have improved their products to a point that was not believed possible so soon. Simulator computers now typically employ 32-bit long words which allow more accurate modeling. Attention also is given to advances in hydraulics which allow more faithful duplication of aircraft characteristics, especially ground effects and ground handling. Finally, a listing of which simulators are used by major airlines is presented.

A80-24536 Crack-detectives foil aircraft failure. J. F. Mason. *IEEE Spectrum*, vol. 17, Feb. 1980, p. 47-53,

The paper examines better nondestructive evaluation methods that are being sought by commercial and military aviation companies to reduce the possibilities of in-flight aircraft failure. Attention is given to an advanced ultrasonic system that has demonstrated significantly enhanced accuracy and reliability. Methods of detecting surface or near-surface flaws in electrically conductive materials are investigated.

C.F.W.

A80-24712 An overview of the NAVSTAR Global Positioning System and the Navy Navigation Satellite System. R. W. Hill (U.S. Navy, Naval Surface Weapons Center, Dahlgren, Va.). In: Astrodynamics 1979; Proceedings of the Conference, Provincetown, Mass., June 25-27, 1979. Part 1. San Diego, Calif., American Astronautical Society; Univelt, Inc., 1980, p. 21-32. 15 refs. (AAS 79-108)

The NAVSTAR Global Positioning System is being developed to provide continuous three dimensional navigation on a world-wide basis in the mid-1980's. The satellite system will consist of 6 satellites in 12 hour 'constant ground track' orbits inclined at 63 deg in its development phases, and will expand to a 24 satellite constellation for the operational phase. This paper presents an overview of the space and ground segments for the two satellite based navigation systems. (Author)

STAR ENTRIES

N80-16024*# National Aeronautics and Space Administration.
Ames Research Center, Moffett Field, Calif.

NASA QUIET SHORT HAUL RESEARCH AIRCRAFT EXPERIMENTERS' HANDBOOK

Robert C. McCracken Jan. 1980 29 p

(NASA-TM-81162; A-8053) Avail: NASA. Ames Research Center, Moffett Field, Calif. 94035 CSCL 02A

A summary of guidelines and particulars concerning the use of the NASA-Ames Research Center Quiet Short-Haul Research Aircraft for applicable flight experiments is presented. Procedures for submitting experiment proposals are included along with guidelines for experimenter packages, an outline of experiment selection processes, a brief aircraft description, and additional information regarding support at Ames.

J.M.S.

N80-16027 Cincinnati Univ., Ohio.

MAXIMUM LIKELIHOOD IDENTIFICATION OF AIRCRAFT PARAMETERS WITH UNSTEADY AERODYNAMIC MODEL-LING Ph.D. Thesis

Dinesh Achyut Keskar 1979 105 p

Avail: Univ. Microfilms Order No. 8002115

A simplified aerodynamic force model based on the physical principle of Prandtl's lifting line theory and trailing vortex concept has been developed to account for unsteady aerodynamic effects in aircraft dynamics. An indicial lift function associated with circulation has been derived for tapered, swept wings in incompressible flow by representing the wings with a simple vortex system. Similarly, an equation is developed to compute downwash at the tail caused by wing lift. The equations derived are approximated by the convenient exponential functions. A family of curves is plotted for the constants in the exponential functions for various aspect ratios, taper ratios and sweep angles at the wing quarter-chord line. The results from these approximations compare well with the limited available results from more rigorous and complex methods.

N80-16029 Engineering Sciences Data Unit, London (England). AVERAGE GUST FREQUENCIES SUBSONIC TRANSPORT AIRCRAFT

1979 43 p Supersedes ESDU-69023

(ESDU-69023-A-B-C; ESDU-69023; ISBN-0-85679-259-4) For information on availability of series, sub-series, and other individual data items, write NTIS, Attn: ESDU, Springfield, Va. 22161. HC \$578.50

Data is provided for compilation of the cumulative frequency gust spectrum experienced by an aircraft structure. An estimation of fatigue loading encountered by aircraft wing structures in flight is presented.

N80-16030*# McDonnell Aircraft Co., St. Louis, Mo.
INVESTIGATION OF GROUND EFFECTS ON LARGE AND
SMALL SCALE MODELS OF A THREE FAN V/STOL
AIRCRAFT CONFIGURATION

E. P. Schuster, T. D. Carter, and D. W. Esker Jul. 1979 149 p. refs

(Contract NAS2-9690)

(NASA-CR-152240; MDC-A5702) Avail: NASA, Ames Research Center, Moffett Field, Calif. Attn: Hervey Quigley CSCL 01A

Induced lift of a subsonic, three fan, lift/cruise, V/STOL aircraft configuration was investigated using scale modes of a multimission aircraft whose design incorporates a nose mounted

lift fan and two lift/cruise units located over the wing. Configuration effects were assessed for lift improvement devices, lift/cruise nozzle rails, nozzle perimeter plates, and alternate nose fan exit hubs. Tests were conducted at four model heights (H/D = 0.95, 1.53, 3.06 and 6.45, where D is the average nozzle exit diameter equal to 0.997 m.) Results are presented and discussed. A.R.H.

N80-16032* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va.

WIND-TUNNEL/FLIGHT CORRELATION STUDY OF AERO-DYNAMIC CHARACTERISTICS OF A LARGE FLEXIBLE SUPERSONIC CRUISE AIRPLANE (XB-701) 2: EXTRAPO-LATION OF WIND-TUNNEL DATA TO FULL-SCALE CONDITIONS

John B. Peterson, Jr., Michael J. Mann, Russell B. Sorrells, III, Wallace C. Sawyer, and Dennis E. Fuller Feb. 1980 80 p refs

(NASA-TP-1515; L-12688) Avail: NTIS HC A05/MF A01 CSCL 01A

The results of calculations necessary to extrapolate performance data on an XB-70-1 wind tunnel model to full scale at Mach numbers from 0.76 to 2.53 are presented. The extrapolation was part of a joint program to evaluate performance prediction techniques for large flexible supersonic airplanes similar to a supersonic transport. The extrapolation procedure included: interpolation of the wind tunnel data at the specific conditions of the flight test points; determination of the drag increments to be applied to the wind tunnel data, such as spillage drag, boundary layer trip drag, and skin friction increments; and estimates of the drag items not represented on the wind tunnel model, such as bypass doors, roughness, protuberances, and leakage drag. In addition, estimates of the effects of flexibility of the airplane were determined.

N80-16033*# McDonnell-Douglas Corp., St. Louis, Mo. DEVELOPMENT OF PANEL METHODS FOR SUBSONIC ANALYSIS AND DESIGN Final Report

D. R. Bristow Feb. 1980 84 p refs

(Contract NAS1-15369)

(NASA-CR-3234) Avail: NTIS HC A05/MF A01 CSCL 01A Two computer programs, developed for subsonic inviscid analysis and design are described. The first solves arbitrary mixed analysis design problems for multielement airfoils in two dimensional flow. The second calculates the pressure distribution for arbitrary lifting or nonlifting three dimensional configurations. In each program, inviscid flow is modelled by using distributed source doublet singularities on configuration surface panels. Numerical formulations and representative solutions are presented for the programs.

N80-16034# Naval Air Development Center, Warminster, Pa. THE AERODYNAMICS OF A JET IN A CROSSFLOW Final Report

K. T. Yen 11 Dec. 1978 62 p refs (AD-A076375: NADC-78291-60)

Avail: NTIS

HC A04/MF A01 CSCL 01/1

The aerodynamics of a jet in a crossflow considered as the key problem in transition aerodynamics for VSTOL aircraft were reviewed. Experimental results on the flow structure of the jet, the contrarotating vortices, the jet entrainment phenomenon, and the surface pressure distributions were analyzed. The influences on these characteristics by the jet parameters such as the velocity ratio, injection angle and jet orifice shape were considered based on available measurements. In the theoretical area, particular attention was directed to the methods of prediction and analysis, and the fundamental physical bases of these methods. Current developments in transition aerodynamics, and some recent work on the formation of contrarotating vortices and the wake flow are described.

N80-16035*# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. WING FLAPPING WITH MINIMUM ENERGY R. T. Jones Jan. 1980 18 p refs (NASA-TM-81174; A-8076) Avail: NTIS HC A02/MF A01 CSCL 01A

For slow flapping motions it is found that the minimum energy loss occurs when the vortex wake moves as a rigid surface that rotates about the wing root - a condition analogous to that determined for a slow-turning propeller. The optimum circulation distribution determined by this condition differs from the elliptic distribution, showing a greater concentration of lift toward the tips. It appears that very high propulsive efficiencies are obtained by flapping.

Author

N80-16036*# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.

A COMPARISON OF CALCULATED AND EXPERIMENTAL LIFT AND PRESSURE DISTRIBUTIONS FOR SEVERAL HELICOPTER ROTOR SECTIONS

John Conlon Jan. 1980 33 p refs

(NASA-TM-81160; A-8029) Avail: NTIS HC A03/MF A01 CSCL 01A

The use of computational techniques in predicting lift coefficients and pressure distributions of two dimenstional airfoil sections was studied. The computer code FL06/IBL was used to solve the compressible, two dimensional flow about four different airfoil sections. The lift coefficients of the airfoils were calculated at various angles or attack at subsonic Mach numbers and compared with experimental data.

A.W.H.

N80-16037# Systems Research Labs., Inc., Newport News, Va. RASA Div.

SUMMARY OF THEORETICAL AND EXPERIMENTAL INVESTIGATIONS OF VORTEX LIFT AT HIGH ANGLES OF ATTACK Final Report, 1 Jan. 1974 - 31 Mar. 1979

D. S. JanakiRam, Satish S. Samant, and Richard P. White, Jr. May 1979 $\,$ 166 p $\,$ refs

(Contract N00014-74-C-0091)

(AD-A074483; RASA/SRL-14-79-03; ONR-CR-212-223-5-F) Avail: NTIS HC A08/MF A01 CSCL 20/4

This summary report presents the development and verification of a theoretical prediction method for predicting aerodynamic characteristics of low aspect ratio and delta wings at high angles of attack. A summary of the experimental measurements made on low aspect ratio swept wings with leading edge vortex devices is presented as well as a discussion of the final computer program that was developed and correlated with experimental data obtained on swept and delta wings during the last year of the contract effort.

N80-16043# National Aviation Facilities Experimental Center, Atlantic City, N. J.

AIR TRAFFIC CONTROL/FULL BEACON COLLISION AVOIDANCE SYSTEM, KNOXVILLE SIMULATION Final Report, Apr. - May 1978

B. Billmann, T. Morgan, R. Strack, and J. Windle $\,$ Aug. 1979 47 $\,$ p $\,$ refs

(FAA Proj. 052-241-310)

(AD-A074555; FAA-RD-79-25)

HC A03/MF A01 CSCL 17/7

Avail: NTIS

The interaction between a full beacon collision avoidance system (BCAS) and the present air traffic control (ATC) system in a real-time simulation environment was investigated to determine the impact of BCAS on controllers and control procedures, the requirement of BCAS information to be displayed to the controller, and the effectiveness of alarm threshold desensitization in a terminal area. An additional objective was to evaluate the BCAS algorithm performance in terms of number, duration, and location of alerts and resolution effectiveness. Analysis of results indicates that the presence of BCAS in a moderate-density ATC terminal environment has no adverse effect on controllers or control procedures because of an extremely low positive command rate. A high number of BCAS advisory alerts which were displayed to aircraft but not to controllers had no effect on aircraft flightpaths. Many of these alerts were generated for aircraft navigating on established airways with proper

ATC separation. A significant number of participating controllers favored the use of BCAS as a backup to the ATC system.

ARH

N80-16044# Lincoln Lab., Mass. Inst. of Tech., Lexington.
THE AIRCRAFT REPLY AND INTERFERENCE ENVIRONMENT SIMULATOR (ARIES). VOLUME 1: PRINCIPLES
OF OPERATION

Michael Goon and David A. Spencer 22 Mar. 1979 268 p (Contracts DOT-FA77WAI-261; F19628-78-C-0002; FAA Proj. 052-241-04)

(AD-A074542; FAA-RD-78-96; ATC-87-Vol-1) Avail: NTIS HC A11/MF A01 CSCL 17/7

The operation of ARIES hardware and software is presented. Descriptive information, supported by block diagrams, simplified schematic diagrams and flow diagrams, is provided.

M.M.M.

N80-16045# Lincoln Lab., Mass. Inst. of Tech., Lexington.
THE AIRCRAFT REPLY AND INTERFERENCE ENVIRONMENT SIMULATOR (ARIES). VOLUME 2: APPENDICES
TO THE PRINCIPLES OF OPERATION

Michael Goon and David A. Spencer 22 Mar. 1979 112 p (Contracts DOT-FA77WAI-261; F19628-78-C-0002; FAA Proj. 052-241-04)

(AD-A074482; FAA-RD-78-96; ATC-87-Vol-2) Avail: NTIS HC A05/MF A01 CSCL 17/7

Articles are appended to provide: (1) explanations of design and programming aspects of the ARIES; (2) data format and data structure definitions; (3) detailed explanations of the meaning of ARIES error messages and an analysis of certain effects which may be expected when more than one ARIES simulators are interconnected to permit testing adjacent to DABS sensors.

M.M:M.

N80-16046# Quanta Systems Corp., Rockville, Md.
OPTIMUM INTENSITY SETTING OF APPROACH AND
RUNWAY LIGHT SYSTEMS Final Report, period ending
20 Aug. 1979

Charles A. Douglass 20 Aug. 1979 86 p refs (Contracts DOT-FA77WAI-786; N68335-78-C-2022) (AD-A075485; FAA-RD-79-87) Avail:

HC A05/MF A01 CSCL 17/7

Avail: NTIS

Criteria for determining the optimum intensity settings of approach and runway lights as a function of atmospheric transmissivity and/or meteorological visibility, were developed. In determining the optimum intensity settings, consideration was given to past practices, theoretical and experimental studies, and to the effects of the intensity setting on runway visual range. Changes in the present intensity setting criteria are recommended.

N80-16047# Westinghouse Defense and Electronic Systems Center, Baltimore, Md. Command and Control Div.

DIPOLE BROADSIDE GLIDE SLOPE ARRAY Final Report, Nov. 1973 - May 1979

R. S. Littlepage and R. Rajnic Washington DOT May 1979 94 p

(Contract DOT-FA74WA-3353)

(AD-A077042; FAA-RD-79-69)

HC A05/MF A01 CSCL 09/5

Avail: NTIS

The analysis and design, and the fabrication and test of an improved glide slope antenna system are presented. It is capable of providing CAT II performance over level ground, rising ground, and severe broken ground associated with problem sites. It is broadband and can operate at any ILS glide slop frequency with no special tuning. A monitoring technique was developed which is applicable to any antenna system consisting of a large number of radiators. The report contains the results of antenna range measurements and flight check data taken at a typical site.

M.M.M.

N80-16048# National Aviation Facilities Experimental Center, Atlantic City, N. J.

TRANSPONDER PERFORMANCE ANALYZER (TPA) Final Report, Mar. 1976 - Mar. 1978
Carl Hazelwood Oct. 1979 33 p

(FAA Proj. 031-241-830)

(AD-A075783; FAA-RD-79-54; ANA-180) Avail: NTIS HC A03/MF A01 CSCL 17/7

The Transponder Performance Analyzer (TPA) used for measurement of aircraft beacon transponder performance characteristics is described. The system was developed at NAFEC utilizing both in-house designed and commercially available equipment. The system is fully self-supporting, is housed in a mobile bus, and has been used for ramp testing of transponders operating in general aviation aircraft and for bench testing of off-the shelf units.

M.M.M.

N80-16049# Mitre Corp., McLean, Va. Metrek Div.
EVALUATION OF THE POTENTIAL FOR REDUCED LONGITUDINAL SPACING ON FINAL APPROACH

William J. Swedish Washington DOT Aug. 1979 126 p

(Contract DOT-FA79WA-4184)

(AD-A076434; FAA-EM-79-7; MTR-79W00280) Avail: NTIS HC A07/MF A01 CSCL 17/7

The feasibility of reduced IFR separation standards on final approach is addressed as well as the identification of the characteristics of the ATC system which affect or are affected by the separation standards. The conditions were limited to those times during which wake turbulence is not a factor. Given this assumption, separation reduction is limited by the need to avoid simultaneous runway occupancy by successive arrivals. Various technical improvements now under development may make it possible to operate a 2.0 nmi minimum with average runway occupancies as great as 45-50 seconds. Adequate communications and surveillance for the controller, and enforcement of current ATC procedures are also required for operations with reduced separations. An alternative solution to the runway occupancy problem is to use a pair of closespaced, dependent (dual-lane) runways and alternate arrivals between them. Reduced separation on approach to a single runway cannot be realized until the wake vortex problem is resolved. Although there do not appear to be any other technical or operational barriers to reduced separation standards, additional research is required before reduced standards can be implemented.

N80-16050# Federal Aviation Agency, Washington, D.C. Office of Systems Engineering Management.

REPORT OF THE FAA TASK FORCE ON AIRCRAFT SEPARATION ASSURANCE. VOLUME 1: EXECUTIVE SUMMARY

N. A. Blake Jan. 1979 37 p refs (AD-A075352; AEM-2; FAA-EM-78-19-1-Rev-Vol-1) Avail: NTIS HC A03/MF A01 CSCL 17/7

A task force developed FAA engineering and development consensus on the integrated aircraft separation assurance system for the National Airspace System is presented. A study of system errors, mid-airs, and near mid-airs to define the problem is described. The system element requirements are defined to provide two levels of backup to the air traffic control system: a separation violation warning and a final fail safe collision advisory and resolution function.

N80-16051*# Ohio Univ., Athens. Avionics Engineering Center.

RESULTS OF A LORAN-C FLIGHT TEST USING AN ABSOLUTE DATA REFERENCE

Joseph P. Fischer Jan. 1980 22 p refs

(Grant NGR-36-009-017)

(NASA-CR-162751; TM-74) Avail: NTIS HC A02/MF A01 CSCL 17G

A closed circuit flight test was conducted in the Boston area using VOR's and NDB's as reference points. The Loran-C data collected during the flight was then compared against a reference provided by the Discrete Address Beacon System (DABS) facility at Lincoln Laboratories. A MIT crew used a commercial receiver and recorded Loran-C time differences which would also be compared with the data provided by the DABS facility and eventually with the data collected by Ohio

University. The Ohio University low-cost receiver was used for this test which was conducted in the Ohio University DC-3 flying laboratory. The Loran-C time-difference data was recorded with a microcomputer data collection system and stored on magnetic tape for subsequent analysis. The MIT receiver was also on board the DC-3, and recorded its data on a cassette tape which was later used by the MIT crew for data analysis. The equipment configuration in the aircraft, the flight procedure and the results obtained from the data collected with Ohio University's receiver and recording system are described.

A.R.H.

N80-16053# National Technical Information Service, Springfield,

COLLISION AVOIDANCE SYSTEMS. A BIBLIOGRAPHY WITH ABSTRACTS Progress Report, 1964 - Aug. 1979

Guy E. Habercom, Jr. Sep. 1979 391 p Supersedes NTIS/PS-78/0883: NTIS/PS-77/0765: NTIS/PS-76/0682: NTIS/PS-75/671: NTIS/PS-75/036

(NTIS/PS-79/0960/9; NTIS/PS-78/0883; NTIS/PS-77/0765; NTIS/PS-76/0682; NTIS/PS-75/671; NTIS/PS-75/036) Avail: NTIS HC \$28.00/MF \$28.00 CSCL 01B

Collision avoidance systems in three modes of transportation (i.e. air, surface, marine) are investigated. Traffic scheduling, automatic ground based stations, and on board warning systems for air transportation are discussed. The sensors and detectors relative to marine transportation collision avoidance are examined. Engineering research relative to highway and rail collision avoidance is reported. This bibliography contains 383 abstracts, 45 of which are new entries to the previous edition.

N80-16054 Cincinnati Univ., Ohio.

PARAMETER IDENTIFICATION OF FLEXIBLE FLIGHT VEHICLES ASSUMING A LOW-REDUCED-FREQUENCY AERODYNAMIC REPRESENTATION Ph.D. Thesis

Robert Charles Schwanz 1979 184 p Avail: Univ. Microfilms Order No. 8002138

The derivation and numerical demonstration of a recursive, sequential least squares method that may be used to identify the steady and unsteady aerodynamic parameters of a flexible vehicle from its flight test measurements is discussed. The state and measurement equations employed result from mathematical approximations of the vehicle dynamics developed using a state reduction procedure. The aerodynamics mathematical approximation considered is based upon a low reduced-frequency expansion of the potential flow equations. These approximations are most applicable to low aspect ratio flight vehicles operating at subsonic and supersonic speeds. It is demonstrated that the aerodynamic parameters may be estimated if the static aeroelastic measurement residual is employed to guide the reduction of state, the selection of control inputs, and the location of sensors.

Dissert. Abstr.

N80-16055*# National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va.

MEANS FOR CONTROLLING AERODYNAMICALLY IN-DUCED TWIST Patent Application

Wolf Elber, inventor (to NASA) Filed 28 Sep. 1979 10 p (NASA-Case-LAR-12175-1; US-Patent-Appl-SN-079913) Avail: NTIS HC A02/MF A01 CSCL 01C

A wing twist deformation control mechanism which provides active compensation for aerodynamically induced twist deformation of high aspect ratio wings is described. The twist deformation control mechanism consists of a torque tube, internal to each wing and rigidly attached near the tip of each wing, and an actuator located in the aircraft fuselage. As changes in the aerodynamic loads on the wings occur, the torque tube is rotated to compensate for the induced wing twist.

N80-16056# Kaman Avidyne, Burlington, Mass.
AN EVALUATION OF THE ADINA FINITE ELEMENT

PROGRAM FOR APPLICATION TO AIRCRAFT OVERPRES-SURE VULNERABILITY Final Report, 12 Nov. 1977 - 31 Oct. 1978

Thomas R. Stagliano and Lawrence J. Mente Feb. 1979 80 p. refs.

(Contract DNA001-78-C-0057)

(AD-A074261; AD-E300579; KA-TR-162; DNA-4876F) Avail: NTIS HC A05/MF A01 CSCL 01/3

In aircraft overpressure vulnerability, stiffened thin-walled panel configurations are subjected to surface pressure loadings of varying time histories. These dynamic loads subject the impinged structural components to large deflections and an elastic-plastic material response. The ability to predict accurately the deflection and strain time histories of complex aircraft structures of arbitrary geometry has become of increasing importance. The ADINA (Automatic Dynamic Incremental Nonlinear Analysis) computer code is evaluated to determine if it is a numerically accurate, computationally efficient means of analyzing these complex structures under transient pressure loading. In this initial evaluation, the ADINA solutions for clamped beams, simply supported, and clamped flat unstiffened panels and flat stiffened panels subjected to transient pressure loadings are compared with solutions from other nonlinear structural codes. ADINA was found to be an efficient and accurate computer code which provides the full nonlinear capability required for aircraft vulnerability analysis. Shortly, a new version of ADINA will be available that contains a desirable thin shell element. However, ADINA finite elements would still have to be extended to include various shaped stringer and frame cross sections and multilayered skin configurations associated with aircraft struc-

N80-16057# New Mexico Univ., Albuquerque. TECHNOLOGICAL FORECASTING-AIRCRAFT DESIGN. CITATIONS FROM THE INTERNATIONAL AEROSPACE ABSTRACTS DATA BASE Progress Report, 1974 - Aug. 1979

Gerald F. Zollars Oct. 1979 32 p Sponsored by NTIS (NTIS/PS-79/1017/7) Avail: NTIS HC \$28.00/MF \$28.00

Citations to the international literature of technological forecasts of aircraft design changes are reported. Forecasts dealing with the configuration of both civil and military aircraft are included. Specific topics stressed are fuel consumption, avionics, and cost and noise reduction. (Contains 110 citations).

N80-16059# National Bureau of Standards, Boulder, Colo. Thermophysical Properties Div.

TITANIUM COMBUSTION IN TURBINE ENGINES Report

Thomas R. Strobridge, John C. Moulder, and Alan F. Clark Washington DOT Jul. 1979 131 p refs (Contract DOT-FA78WAI-831)

(AD-A075657: NBSIR-79-1616; FAA-RD-79-51) Avail: NTIS HC A07/MF A01 CSCL 11/6

Pure and alloyed titanium components are routinely used in aircraft turbine engines because of their uniquely high strength-toweight ratios among structural metals, combined with excellent fatigue and corrosion resistance. Like most other metals, titanium is combustile under certain conditions of temperature, pressure and oxygen concentration and in fact there have been several instances of titanium combustion in service engines. Contemporary titanium use in aircraft turbine engines and the limits of that use are explored. Combustivn incidents and their causes are discussed as well as the typical extent of damage. Current preventative measures are outlined. For better understanding, the fundamentals of metal combustion and the experimental research related to titanium combustion are thoroughly treated and analytical combustion models are presented. Finally, the relevant experimental combustion data are correlated as a function of static temperature and Reynolds number and compared to the model predictions. Author

N80-16060*# Massachusetts Inst. of Tech., Cambridge. AIR POLLUTION FROM AIRCRAFT

John B. Heywood, James A. Fay, and Norman A. Chigier (Sheffield

Univ.) Oct. 1979 47 p refs (Grant NGR-22-009-378)

(NASA-CR-159712) Avail: NTIS HC A03/MF A01 CSCL

A series of fundamental problems related to jet engine air pollution and combustion were examined. These include soot formation and oxidation, nitric oxide and carbon monoxide emissions mechanisms, pollutant dispension, flow and combustion characteristics of the NASA swirl can combustor, fuel atomization and fuel-air mixing processes, fuel spray drop velocity and size measurement, ignition and blowout. A summary of this work, and a bibliography of 41 theses and publications which describe this work, with abstracts, is included.

N80-16061*# General Electric Co., Cincinnati, Ohio. Aircraft Engine Group

CORE NOISE INVESTIGATION OF THE CF6-50 TURBOFAN ENGINE Data Report, 1978 - 1979 V. L. Doyle Jan. 1980 357 p

(Contract NAS3-21260)

(NASA-CR-159598; R79AEG247) HC A16/MF A01 CSCL 21E

NTIS

Acoustic data obtained during the running of the CF6-50 turbofan engine on an outdoor test stand are presented. The test was conducted to acquire simultaneous internal and far-field measurements to determine the influence of internally generated noise on the far-field measurements. The data includes internal and far-field narrowband and one-third octave band pressure spectra. R.E.S.

N80-16062*# General Electric Co., Cincinnati, Ohio. Aircraft Engine Group.

CORE NOISE INVESTIGATION OF THE CF6-50 TURBOFAN **ENGINE** Final Report

V. L. Doyle and M. T. Moore Jan. 1980 520 p refs (Contract NAS3-21260)

(NASA-CR-159749; R79AEG395)

NTIS

NTIS

HC A22/MF A01 CSCL 21E

The contribution of the standard production annular combustor to the far-field noise signature of the CF6-50 engine was investigated. Internal source locations were studied. Transfer functions were determined for selected pairs of combustor sensors and from two internal sensors to the air field. The coherent output power was determined in the far-field measurements, and comparisons of measured overall power level were made with component and engine correlating parameters. R.E.S.

N80-16063*# Pratt and Whitney Aircraft Group, East Hartford,

EXPANDED STUDY OF FEASIBILITY OF MEASURING IN-FLIGHT 747/JT9D LOADS, PERFORMANCE, CLEAR-ANCE, AND THERMAL DATA

G. P. Sallee and R. L. Martin (Boeing Commercial Airplane Co., Seattle, Wash.) 4 Feb. 1980 107 p

(Contract NAS3-20632)

(NASA-CR-159717; PWA-5512-46) Avail:

HC A06/MF A01 CSCL 21E

The JT9D jet engine exhibits a TSFC loss of about 1 percent in the initial 50 flight cycles of a new engine. These early losses are caused by seal-wear induced opening of running clearances in the engine gas path. The causes of this seal wear have been identified as flight induced loads which deflect the engine cases and rotors, causing the rotating blades to rub against the seal surfaces, producing permanent clearance changes. The real level of flight loads encountered during airplane acceptance testing and revenue service and the engine's response in the dynamic flight environment were investigated. The feasibility of direct measurement of these flight loads and their effects by concurrent measurement of 747/JT9D propulsion system aerodynamic and inertia loads and the critical engine clearance and performance changes during 747 flight and ground operations was evaluated. A number of technical options were examined in relation to the total estimated program cost to facilitate selection of the most cost effective option. It is concluded that a flight test program meeting the overall objective of determining the levels of aerodynamic and inertia load levels to which the engine is exposed

during the initial flight acceptance test and normal flight maneuvers is feasible and desirable. A specific recommended flight test program, based on the evaluation of cost effectiveness, is defined.

N80-16064# Stevens Inst. of Tech., Hoboken, N. J. Dept. of Mechanical Engineering

RESEARCH ON THE FLUTTER OF AXIAL TURBOMACHINE

Fernando Sisto and Mark Ward Sep. 1979 41 p refs (Contract N00014-76-C-0540; NR Proj. 094-363) (AD-A074597; ME-RT-79004) Avail: NTIS HC A03/MF A01 CSCL 20/4

Typical aerodynamic moment and free flutter measurements are presented for negative stagger of thin airfoils in an annular cascade. The parameters of interest for the free flutter measurements are incidence angle, torsional amplitude, and reduced frequency (reduced velocity). For moment measurements, the significant parameters are mean incidence angle, interblade phase angle, and amplitude of oscillation. Since measurements take the form of a continuous record of moment versus angular position. the symbolic name 'moment loops' is used. The characteristics of the experimental data are discussed and comparison is made with earlier test data for positive stagger angle with the same GRA

N80-16065*# Honeywell, Inc., Minneapolis, Minn. Systems and Research Center.

DIGITAL ADAPTIVE CONTROLLERS FOR VTOL VEHICLES. **VOLUME 1: CONCEPT EVALUATION Final Report**

G. L. Hartmann, Gunter Stein, and Stephen G. Pratt. Nov. 1979 196 p refs 2 Vol. (Contract NAS1-14921)

(NASA-CR-159154-Vol-1; HONEYWELL-2825-41592-Vol-1) Avail: NTIS HC A09/MF A01 CSCL 01C

A digital self-adaptive flight control system was developed for flight test in the VTOL approach and landing technology (VALT) research aircraft (a modified CH-47 helicopter). The control laws accept commands from an automatic on-board guidance system. The primary objective of the control laws is to provide good command-following with a minimum cross-axis response. Three attitudes and vertical velocity are separately commanded. Adaptation of the control laws is based on information from rate and attitude gyros and a vertical velocity measurement. The final design resulted from a comparison of two different adaptive concepts--one based on explicit parameter estimates from a real-time maximum-likelihood estimation algorithm, the other based on an implicit model reference adaptive system. The two designs were compared on the basis of performance and complexity.

N80-16066*# Honeywell, Inc., Minneapolis, Minn.

DIGITAL ADAPTIVE CONTROLLERS FOR VTOL VEHICLES. **VOLUME 2: SOFTWARE DOCUMENTATION Final Report** G. L. Hartman, Gunter Stein, and Stephen G. Pratt Nov. 1979 90 p 2 Vol.

(Contract NAS1-14921)

(NASA-CR-159154-Vol-2; HONEYWELL-2825-41592-Vol-2) Avail: NTIS HC A05/MF A01 CSCL 01C

The VTOL approach and landing test (VALT) adaptive software is documented. Two self-adaptive algorithms, one based on an implicit model reference design and the other on an explicit parameter estimation technique were evaluated. The organization of the software, user options, and a nominal set of input data are presented along with a flow chart and program listing of each algorithm. A.R.H.

N80-16067# Braslau (David) Associates, Inc., Minneapolis, Minn. GROUND RUN-UP NOISE CONTROL FACILITIES FOR CIVIL AIRCRAFT: A SURVEY

David Braslau 30 Jan. 1979 123 p

(Contract W1-78-5339-.1)

(AD-A075348; FAA-RD-79-17; ARD-410) Avail: NTIS HC A06/MF A01 CSCL 01/4

This survey of existing ground run-up suppressors and barriers for civil aircraft includes a review of acoustical, aerodynamic, and mechanical effects associated with facilities in the United States, Europe, and Japan, Evaluations were made of each suppressor based upon published and unpublished reports, and supplemented where necessary by direct questionnaires to the operators, designers, and users of the facilities. Acoustical data where available was compiled for near and far field points at all directions from aircraft heading. Aerodynamic and mechanical effects on airframe and engine performance during run-up have been identified in terms of exhaust gas reingestion, engine or airframe damage, or restrictions on facility operation. The potential for standards development is discussed with respect to available information with recommendations for additional studies needed before such standards could be promulgated.

N80-16068*# Washington Univ., Seattle.

RECENT RESEARCH ON VISTOL TEST LIMITS AT THE UNIVERSITY OF WASHINGTON AERONAUTICAL LABORA-TORY Final Report

Shojiro Shindo and William H. Rae, Jr. Feb. 1980 27 p refs (Grant NGL-48-002-035)

(NASA-CR-3237) Avail: NTIS HC A03/MF A01 CSCL 14B

The occurence of flow breakdown during the wind tunnel testing of a powered V/STOL aircraft was studied. Flow breakdown is the low forward speed test limit in a solid wall wind tunnel and is characterized by a vortex which forms on the floor and walls of the wind tunnel thereby failing to simulate free air conditions. The flow is caused by the interaction of the model wake and tunnel boundary layer and affects the model's aerodynamic characteristics in such fashion as to negate their reliability as correctable wind tunnel data. The low speed test limit was examined using a model that possessed a discretely concentrated powered lift system using a pair of lift jets. The system design is discussed and the tests and results which show that flow breakdown occurs at a velocity ratio of approximately 0.20 are reported.

N80-16069# BDM Corp., McLean, Va. Systems Research and Development Service.

INFRARED RUNWAY COLLISION AVOIDANCE SYSTEM

ANALYSIS Final Report, Sep. 1978 - Mar. 1979
P. E. Powell and G. H. Greenleaf Apr. 1979 87 p refs (Contract DOT-FA78WA-4196)

(AD-A078131; FAA-RD-79-32; BDM/W-79-099-TR) Avail: NTIS HC A05/MF A01 CSCL 01/5

The applicability and effectiveness of active and passive infrared devices for use in runway collision avoidance systems during low visibility airport operations are addressed. Emphasis is placed on the optical attenuation caused by conditions of fog and haze as a function of detector system wavelength. Two feasible approaches to the use of infrared techniques in runway collision avoidance systems are presented. The recommended approach involves the use of a runway-mounted active CO2 laser system which provides an unambiguous indication of aircraft on the runway. The CO2 laser application has several desirable characteristics which include required all weather conditions. The alternative approach involves the use of a runway-mounted two-color passive IR system for jet engine heat detection. The two-color system is feasible but falls short of providing satisfactory detection range in fog without excessive hardware deployment. The recommended approach to development of a system specification which would include experimental tests and design of a prototype system is discussed.

N80-16070*# Franklin Inst. Research Labs., Philadelphia, Pa. FEASIBILITY AND CONCEPT STUDY TO CONVERT THE NASA/AMES VERTICAL MOTION SIMULATOR TO A **HELICOPTER SIMULATOR Final Report**

C. A. Belsterling, R. C. Chou, E. G. Davies, and K. C. Tsui Sep.

(Contract NAS2-9884: NASA Order C-4952-1)

(NASA-CR-152193) Avail: NTIS HC A07/MF A01 CSCL 14B

The conceptual design for converting the vertical motion simulation (VMS) to a multi-purpose aircraft and helicopter simulator is presented. A unique, high performance four degrees of freedom (DOF) motion system was developed to permanently replace the present six DOF synergistic system. The new four DOF system has the following outstanding features: (1) will integrate with the two large VMS translational modes and their associated subsystems; (2) can be converted from helicopter to fixed-wing aircraft simulation through software changes only; (3) interfaces with an advanced cab/visual display system of large dimensions; (4) makes maximum use of proven techniques, convenient materials and off-the-shelf components; (5) will operate within the existing building envelope without modifications; (6) can be built within the specified weight limit and avoid compromising VMS performance; (7) provides maximum performance with a minimum of power consumption; (8) simple design minimizes coupling between motions and maximizes reliability; and (9) can be built within existing budgetary figures.

N80-16071*# National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va.

DESIGN CONSIDERATIONS FOR ATTAINING 200 KNOT TEST VELOCITIES AT THE AIRCRAFT LANDING LOADS AND TRACTION FACILITY

Gary L. Giles and Sandy M. Stubbs May 1979 75 p refs (NASA-TM-80096) Avail: NTIS HC A04/MF A01 CSCL 14B

Design studies are presented which consider the important parameters in providing 200 knot test velocities at the landing loads and traction facility. Two major components of this facility, the hydraulic jet catapult and the test carriage structure, are considered. Suitable factors are determined to correlate analytical data for characteristics of the hydraulic jet catapult with data measured from the existing catapult system. The resulting equations are used to calculate test velocities for a range of jet nozzle diameters and carriage masses with both the current 122 m and an increased 183 m catapult stroke. Using the catapult characteristics, a target design point is selected and a carriage structure is sized to meet the target point strength requirements.

N80-16091*# National Aeronautics and Space Administration. Lyndon B. Johnson Space Center, Houston, Tex.

ORBITER LANDING LOADS MATH MODEL DESCRIPTION AND CORRELATION WITH ALT FLIGHT DATA

David A. Hamilton, John A. Schliesing, and George A. Zupp, Jr. Washington Jan. 1980 27 p refs (NASA-RP-1056; JSC-16202; S-498) Avail: NTIS

HC A03/MF A01 CSCL 22B

Results of the space shuttle approach and landing test are examined in order to assess landing gear characteristics and performance and verify landing dynamic analyses. The landing gears were instrumented with load-calibrated strain gages, a wheel-speed sensor, and strut stroke measurement devices. The mathematical procedure used in predicting the shuttle touchdown loads and dynamics is presented together with the comparisons between measured flight data and the analytical predictions. Conclusions from these data are also presented.

N80-16100*# Jet Propulsion Lab., California Inst. of Tech., Pasadena

NOVEL APPROACHES FOR ALLEVIATION OF ELECTRICAL HAZARDS OF GRAPHITE-FIBER COMPOSITES

Kumar Ramohalli 15 Oct. 1979 47 p refs

(Contract NAS7-100)

(NASA-CR-162683; JPL-Pub-79-63) Avail: NTIS

HC A03/MF A01 CSCL 11D

Four basically different approaches were considered: gasification of fibers, retention in the matrix, clumping to prevent entrainment, and electrical insulation of fibers. The techniques used to achieve them are described in some detail. These involved surface treatment of fibers to improve the wettability of fibers and coating the fibers with the selected substances before laying them up for composite fabrication. Thermogravimetric analyses were performed on the plain and treated fibers in inert (nitrogen, argon) and reactive (air) atmospheres. The treated fibers

embedded in epoxy were ignited in a Bunsen flame to determine the efficiency of these treatments. A simple apparatus was assembled to detect the time for the first short circuit (in a typical electrical circuit) when exposed to the combustion products from a graphite fiber composite fire. The state-of-the-art and treated fibers cast in typical epoxy were burned and ranked for potential success. It was inferred that the gasification schemes appear promising when reduction or oxidation is tried. It was also found that some very promising candidates were available for the clumping and for the electrical insulation of fibers.A.R.H.

 $\mbox{N80-16104}^{\mbox{\#}}$ National Aeronautics and Space Administration, Washington, D. C.

COMPOSITE COMPONENTS UNDER IMPACT LOAD AND EFFECTS OF DEFECTS ON THE LOADING CAPACITY

R. Aoki and D. Wurzel Sep. 1979 47 p Transl. into ENGLISH of conf. paper "Composite-bautseileunter Schlagbelastung und Auswirkung von Defekten auf die Belastbarkeit", DGLR-78-190 DGLR, West Germany, 1978 48 p Presented at the DGLR Symp. Fatigue Strength of Airplanes and Mod. Construct. Tech., Darmstadt, West Germany, 22 Sep. 1978 Original language document announced as A79-20491 Transl. by Kanner (Leo) Associates, Redwood City, Calif.

(Contract NASw-3199)

(NASA-TM-75351; DGLR-78-190)

Avail: NTIS

HC A03/MF A01 CSCL 11D

Investigations were carried out on a horizontal tail assembly made of carbon fiber reinforced plastic for the Alpha Jet. The possibility of obtaining a leading edge nose design lighter but not more expensive than a metal version was studied. An important consideration was sufficient resistance of the leading edge against impact of stones and hailstones combined with high degree of stiffness. The improvement of energy reception characteristics of the materials through suitable laminate design was considered. Since certain defects occur in structural components, the effects of such defects on the characteristics of the parts were also studied.

N80-16143*# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

SOME CONSIDERATIONS OF THE PERFORMANCE OF TWO HONEYCOMB GAS PATH SEAL MATERIAL SYSTEMS

Robert C. Bill and Lawrence T. Shiembob 1980 29 p refs To be presented at the Ann. Meeting of the Am. Soc. of Lubrication Engr., Anaheim, Calif., 5-8 May 1980 Prepared in cooperation with Army Aviation Research and Development Command, Cleveland, and Pratt and Whitney Aircraft Group, East Hartford, Conn.

(NASA-TM-81398; AVRACOM-TR-79-33; E-032) Avail: NTIS HC A03/MF A01 CSCL 11F

A standard Hastelloy-X honeycomb material and a pack aluminide coated honeycomb material were evaluated as to their performance as labyrinth seal materials for aircraft gas turbine engines. Consideration from published literature was given to the fluid sealing characteristics of two honeycomb materials in labyrinth seal applications, and their rub characteristics, erosion resistance, and oxidation resistance were evaluated. The increased temperature potential of the coated honeycomb material compared to the uncoated standard could be achieved without compromising the honeycomb material's rub tolerance, although there was some penalty in terms of reduced erosion resistance.

Author

N80-16152# Metal Properties Council, Inc., New York.
DEVELOPMENT OF A STANDARD METHODOLOGY FOR
THE CORRELATION AND EXTRAPOLATION OF ELEVATED
TEMPERATURE CREEP AND RUPTURE DATA. VOLUME 2:
A STATE-OF-THE-ART REVIEW Final Report

R. M. Goldhoff Apr. 1979 381 p refs Sponsored by Elec. Power Res. Inst. (EPRI Proj. 638-1)

(EPRI-FP-1062-Vol-2) Avail: NTIS HC A17/MF A01

Contents: (1) The evaluation of elevated temperature creep and rupture strength data: an historical perspective: (2) pre-analy-

sis assessment of creep-rupture data; (3) a comprehensive method of rupture data analysis with simplified models; (4) status of the minimum-commitment method for creep-rupture applications; and (5) regression analysis of creep-rupture data-a practical A.R.H. approach.

N80-16197# Naval Construction Battalion Center, Port Hueneme. Calif. Civil Engineering Lab.

SHRINKAGE-COMPENSATING CEMENT FOR AIRPORT PAVEMENT, PHASE 2

John R. Keeton Sep. 1979 42 p refs (Contract DOT-FA75WAI-530)

(AD-A075739; FAA-RD-79-11; TN-1561) NTIS

HC A03/MF A01 CSCL 11/2

Details of a research study on shrinkage-compensating concrete for airport pavements are presented. A total of 53 slab-type prisms 1 foot square and 8, 12, 16, or 20 inches thick were subjected to shrinkage, cooling, and heating. Concrete compressive stresses induced by expansion were calculated, as well as residual compressive stresses after losses due to shrinkage and cooling. The residual concrete compressive stresses, coupled with results from previous field applications of shrinkagecompensating concrete, are used as a basis for recommendation of transverse joint spacings up to 200 feet.

N80-16202*# Rockwell International Corp., El Segundo, Calif. STATUS OF CAVITY NOISE PHENOMENA MEASUREMENT AND SUPPRESSION ON THE B-1 AIRCRAFT

A. G. Tipton and C. H. Hodson In Shock and Vibration Inform. Center The Shock and Vibration Bull., Pt 1 Sep. 1979 p 59-66 refs

Avail: NTIS HC A09/MF A01 CSCL 20A

During the B-1 aircraft development, an extensive program of weapons bay cavity noise measurement and suppression studies was performed using wind tunnel models, flight test measurements, and aircraft design modifications. Substantial cavity noise reduction was demonstrated during flight test operations. The unsuppressed cavity noise level of 170 dB was reduced to values less than 150 dB with external retractable spoilers upstream of J.M.S. the cavity opening.

N80-16226*# Old Dominion Univ., Norfolk, Va. Dept. of Mechanical Engineering and Mechanics.

APPLICATION OF RANDOM TIME DOMAIN ANALYSIS TO DYNAMIC FLIGHT MEASUREMENTS

S. R. Ibrahim In Shock and Vibration Inform. Center Shock and Vibration Bull., Pt. 2 Sep. 1979 p 165-170 refs

(Grant NsG-1459)

Avail: NTIS HC A10/MF A01 CSCL 01C

An approach is presented for modal identification of aerospace structures from flight measurements. This approach is the result of combining the time domain modal identification technique and the multiple channel random decrement technique. A technique is also presented to determine relative levels of excitation for identified modes. These techniques are applied to flight data taken from the B-1 bomber. Results are extremely encouraging. Author

N80-16233# Naval Ship Research and Development Center, Bethesda, Md. Ship Performance Dept.

ACCURACY OF HYDROFOIL LOADING PREDICTIONS OBTAINED FROM A LIFTING-SURFACE COMPUTER **PROGRAM Final Report**

Peter K. Besch and Edwin P. Rood, Jr. Sep. 1979 203 p refs (ZF4342101)

DTNSRDC-79/039) (AD-A074702; Avail: HC A10/MF A01 CSCL 13/10

To provide guidance for hydrofoil designers, an extensive operational evaluation was made of a computer-based liftingsurface theory for calculating hydrodynamic loading on hydrofoils in steady and unsteady motion in inviscid, subcavitating flow at finite depth. Both the numerical stability and the accuracy in comparison with model data were estimated. By use of an empirical correction, lift predictions can be made with an accuracy of about 15 to 20 percent, while pitching moment predictions are substantially less accurate. Determination of the accuracy was hindered by insufficient or imprecise data. Documentation for the computer program is given.

N80-16234# Aerojet Liquid Rocket Co., Sacramento, Calif. JEFF(A) MIXED-FLOW MODEL FAN PERFORMANCE **OPTIMIZATION** Final Report

S. A. Lorenc Jun. 1979 120 p refs (Contract N00014-78-C-0441) (AD-A074571; ALRC-FD9630-001)

NTIS

NTIS

HC A06/MF A01 CSCL 13/10

This model test program was conducted in order to improve the performance of the JEFF(A) Mixed-Flow Fan. Both rotor and housing changes were made to the existing model fan and tests were conducted in the ALRC Physics Laboratory. Rotor modifications consisted of varying blade length and narrowing the rotor width at the exit. Housing size was varied by changing axial and radial dimensions. The sensitivity of fan performance to IGV positioning was also determined for both flat and twisted vanes. Finally, full size fan performance was predicted for the best combination of housing and rotor. Recommendations are also made for further improvement of the Mixed-Flow Fan concept. GRA

N80-16236# Los Alamos Scientific Lab., N. Mex. Cryogenics Group.

SAFETY OF LIQUID HYDROGEN IN AIR TRANSPORTA-TION

F. J. Edeskuty 1979 18 p. refs. Presented at the Hydrogen in Air Transportation Conf., Stuttgart, 10 Sep. 1979 (Contract W-7405-eng-36)

(LA-UR-79-1416: CONF-790942-1) HC A02/MF A01

The safety factors and problems associated with the use of liquid hydrogen as an aircraft fuel are discussed. The properties of liquid hydrogen are reviewed and their effect upon airline operations is reported. The effects include safety requirements for storage and refueling systems and safety devices for aircraft hangars and buildings in the close vicinity. Safety problems which need further research are addressed. These include the consequences of a hydrogen spill and dispersion, hydrogen combustion, and hydrogen disposal.

N80-16259# Rome Air Development Center, Griffiss AFB, N.Y. FAA LIGHTNING PROTECTION STUDY: REPORT OF INVESTIGATIONS RELATIVE TO PROVIDING LIGHTNING PROTECTION FOR THE REMOTE CENTER AIR-TO-GROUND (RCAG)

Richard M. Cosel May 1979 13 p refs (Contract DOT-FA72WAI-356)

FAA-RD-79-102) (AD-A076943;

Avail: NTIS

HC A02/MF A01 CSCL 17/2

The susceptibility of FAA electronic systems to induced electromagnetic pulse effects due to lightning is considered. Protective devices adequate for low voltage solid state systems are proposed. The Remote Center Air to Ground system is presented. While the RCAG does contain solid state circuitry with potentially susceptible components, they are sufficiently isolated from transients so that effects are apparently negligible. Two separate reviews of four RCAG's in Florida failed to surface any outages directly attributable to lightning induced transients on control lines. M.M.M.

N80-16296*# Old Dominion Univ., Norfolk, Va. Dept. of Mechanical Engineering and Mechanics.
NONPARALLEL STABILITY OF THREE-DIMENSIONAL

COMPRESSIBLE BOUNDARY LAYERS. PART 1: STABILITY

NTIS

ANALYSIS Final Report

Nabil M. El-Hady Feb. 1980 38 p refs (Grant NsG-1645)

(NASA-CR-3245) Avail: NTIS HC A03/MF A01 CSCL 20D

A compressible linear stability theory is presented for nonparallel three-dimensional boundary-layer flows, taking into account the normal velocity component as well as the streamwise and spanwise variations of the basic flow. The method of multiple scales is used to account for the nonparallelism of the basic flow, and equations are derived for the spatial evolution of the disturbance amplitude and wavenumber. The numerical procedure for obtaining the solution of the nonparallel problem is outlined.

N80-16300*# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.

TURBULENCE MEASUREMENTS IN THE BOUNDARY LAYER OF A LOW-SPEED WIND TUNNEL USING LASER VELOCIMETRY

Edward T. Schairer Feb. 1980 25 p refs (NASA-TM-81165; A-8058) Avail: NTIS HC A02/MF A01 CSCL 20D

Laser velocimeter measurements in an incompressible, turbulent boundary layer along the wall of a low-speed wind tunnel are presented. The laser data are compared with existing hot-wire anemometer measurements of a flat plate, incompressible, turbulent, boundary layer with zero pressure gradient. An argument is presented to explain why previous laser velocimeter measurements in zero pressure gradient, turbulent boundary layers have shown an unexpected decrease in turbulent shear stresses near the wall.

M.M.M.

 ${f N80-16318}_{\#}^{\#}$ National Technical Information Service, Springfield, Va

HOT FILM ANEMOMETRY. A BIBLIOGRAPHY WITH ABSTRACTS Progress Report, 1964 - Jul. 1979

Guy E. Habercom, Jr. Sep. 1979 63 p Supersedes NTIS/PS-78/ 0879; NTIS/PS-77/0783; NTIS/PS-76/0731; NTIS/PS-75/ 664

(NTIS/PS-79/0909/6; NTIS/PS-78/0879; NTIS/PS-77/0783; NTIS/PS-76/0731; NTIS/PS-75/664) Avail: NTIS HC \$28.00/MF \$28.00 CSCL 14B

The principles of hot film anemometer operation are summarized. Wind tunnel and laboratory tests are described. Flow field dynamics are discussed involving turbulence, boundary layers, separation, shock waves, and stresses. Mathematical models and analysis are presented along with computer techniques and a number of applications.

N80-16575*# National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va.

SUMMARY OF AIRCRAFT RESULTS FOR 1978 SOUTH-EASTERN VIRGINIA URBAN PLUME MEASUREMENT STUDY OF OZONE, NITROGEN OXIDES, AND METHANE Gerald L. Gregory. Dewey E. Wornom, Joe J. Mathis, Jr., and Daniel I. Sebacher Washington Feb. 1980 222 p refs (NASA-TM-80146; L-12981) Avail: NTIS HC A10/MF A01 CSCL 138

Ozone production was determined from aircraft and surface in situ measurements, as well as from an airborne laser absorption spectrometer. Three aircraft and approximately 10 surface stations provided air-quality data. Extensive meteorological, mixing-layer-height, and ozone-precursor data were also measured. Approximately 50 hrs (9 flight days) of data from the aircraft equipped to monitor ozone, nitrogen oxides, dewpoint temperature, and temperature are presented. In addition, each experiment conducted is discussed.

N80-16577*# Columbia Univ., New York.
RESEARCH PLAN FOR ESTABLISHING THE EFFECTS OF
TIME VARYING NOISE EXPOSURES ON COMMUNITY
ANNOYANCE AND ACCEPTABILITY

Paul N. Borsky Jan. 1980 99 p refs (Grant NsG-1616)

(NASA-CR-159197) Avail: NTIS HC A05/MF A01 CSCL 13B

The design of a community noise survey to determine the effects of time varying noise exposures in residential communities is presented. Complex physical and human variables involved in the health and welfare effects of environmental noise and the number-level tradeoffs and time of day penalties are among the factors considered. Emphasis is placed on community reactions where noise exposures are equal in day or evening but differ in the night time, and the effects of ambient noise on more intense aircraft noise exposures. Thirteen different times of day and types of operation situations with exposed populations up to 8-10 miles from the airport are identified. A detailed personal interview questionnaire as well as specific instructions to interviewers are included.

N80-16676*# National Aeronautics and Space Administration. Wallops Station, Wallops Island, Va.

THE ROLE OF SATELLITE ALTIMETRY IN CLIMATE STUDIES

C. L. Parsons Washington Jan. 1980 32 p refs (NASA-TP-1570) Avail. NTIS HC A03/MF A01 CSCL 04B

The results of three generations of satellite-borne radar altimetry experiments are summarized. The diverse measurements possible from this instrument are shown to be directly applicable to studies of the importance of the oceans in climate. The radar altimeter has unique value for investigations seeking knowledge of the interconnections between ocean dynamics, heat and momentum transfer across the air-sea interface, sea ice extent, and polar ice sheet thickness.

N80-16839*# Systems Research Labs., Inc., Newport News, Va. RADA Div.

EXPERIMENTAL EVALUATION OF ACTIVE AND PASSIVE MEANS OF ALLEVIATING ROTOR IMPULSIVE NOISE IN DESCENT FLIGHT

D. S. Janakiram Nov. 1979 86 p refs (Contract NAS1-15337)

(NASA-CR-159188; RASA/SRL-14-79-04) Avail: NTIS HC A05/MF A01 CSCL 20A

A controlled wind tunnel test program was conducted on a model 2.14 m (7 ft) diameter teetering rotor to determine the effectiveness of blade tips such as the Ogee tip and the TAMI (Tip Air Mass Injection) tip in reducing the impulsive noise due to blade-vortex interaction in descent flight. In addition, a full rectangular tip which has the same span as the Ogee tip and an effective rectangular tip which has the same lifting area as the Ogee tip were also considered. The tests were conducted at two advance ratios (0.125 and 0.14) with various descent rates ranging from steady level flight to about 6 m/sec (20 ft/sec). A comparison of the performance of different rotors showed that for the same tip. Mach number and thrust, the Ogee tip rotor absorbed more power than the full rectangular tip rotor, while the TAMI tip rotor absorbed more power than the effective tip rotor. MMM

N80-17014*# National Aeronautics and Space Administration. Marshall Space Flight Center, Huntsville, Ala.

FISCAL YEAR 1979 SCIENTIFIC AND TECHNICAL REPORTS, ARTICLES, PAPERS AND PRESENTATIONS

O. L. White, comp. Oct. 1979 62 p (NASA-TM-78250) Avail: NTIS HC A04/MF A01 CSCL

This bibliography lists approximately 590 formal NASA technical reports, papers published in technical journals, presentations by MSFC personnel, and reports of MSFC contractors introduced into the NASA scientific and technical information system in 1979.

N80-17022# Naval Air Engineering Center, Lakehurst, N.J. Engineering Dept.

COMPILATION OF DATA COVERING AIRCRAFT SERVICING FACILITIES ABOARD AVIATION AND AMPHIBIOUS AVIATION SHIPS

Michael A. Strano 17 Oct. 1979 279 p (AD-A076443; NAEC-ENG-6703-Rev-15) Avail: NTIS HC A13/MF A01 CSCL 01/3

This report is a compilation of data covering aircraft servicing facilities aboard aviation and amphibious aviation ships. Data is furnished on aircraft servicing facilities relating to fueling and defueling, electrical starting and servicing, oxygen and nitrogen, aircraft inertial alignment, compressed air, and cooling and starting air.

N80-17032# ARO, Inc., Arnold Air Force Station, Tenn. SEPARATED AND NONSEPARATED TURBULENT FLOWS ABOUT AXISYMMETRIC NOZZLE AFTERBODIES. PART 1: DETAILED SURFACE MEASUREMENTS Final Report, 1 Oct. 1976 - 30 Sep. 1977

J. A. Benek AEDC Oct. 1979 51 p refs (AD-A077144; AEDC-TR-78-49-PT-1) Avail: NTIS HC A04/MF A01 CSCL 20/4

Extensive static pressure data were obtained on a model consisting of a cone-ogive-cylinder forebody, two interchangeable circular arc afterbody boattails having length-to-forebody diameter ratios of 0.80 and 1.77, and two interchangeable solid exhaust plume simulators of cylindrical and contoured geometry. Boundary-layer pitot data and photographic records of model tufts and schlieren data were also obtained. Data were collected over a Mach number range of 0.60 to 1.30 and a unit Reynolds number range of 3.2 to 13.12 million per m (1 to 4 million per ft) at zero angle of attack and sideslip for the purpose of obtaining experimental data suitable for comparison with theoretical predictions. Data are presented for two model configurations with cylindrical solid plume simulators at three flow conditions: (1) length-to-diameter ratio = 1.77 boattail at Mach number number 0.80 and Reynolds number 8.2 million per m for high subsonic, unseparated flow; (2) length-to-diameter ratio = 0.80 boattail at Mach number 0.60 and unit Reynolds number 8.2 million per m for subsonic, separated flow; and (3) length-to-diameter ratio - 0.80 boattail at Mach number 0.95 and unit Reynolds number 8.2 million per m for transonic, separated flow with boundary-layer-shock interaction.

N80-17033# McDonnell-Douglas Research Labs., St. Louis, Mo. UNSTEADY TRANSONIC FLOWS IN A TWO-DIMENSIONAL DIFFUSER Annual Technical Report, 1 Apr. 1978 - 31 Mar. 1979

M. Sajben and J. C. Kroutil 31 May 1979 27 p refs (Contract F49620-77-C-0082; AF Proj. 2307) (AD-A075261; AFOSR-79-0990TR) Avail: NTIS HC A03/MF A01 CSCL 20/4

The second and third years of the contract comprise its second phase, aimed at exploring the effects of periodic, downstream excitation on the transonic flow in a two-dimensional diffuser model. The present report covers the second year of the contract. The pulse generator was incorporated in the diffuser model, and its controls were synchronized with the optical instrumentation. The boundary-layer control system was turned for best two-dimensionality of the flow. The flowfield instrumentation was selected, and an appropriate actuator was constructed. Perturbation of the flow by the actuator was determined to be acceptably small. Boundary-layer profiles were determined on all four walls, and the Mach number distribution was mapped in detail over the diffuser exit cross-section. Surface pressure distributions were measured, and spark schlieren photos were taken for the available pressure ratio range. GRA

N80-17034# Boeing Military Airplane Development, Seattle, Wash, Military Airplane Development Organization, FORMULATION OF THE THREE DIMENSIONAL TRANSONIC UNSTEADY AERODYNAMIC PROBLEM Interim Report, 15 May 1978 - 15 Feb. 1979

H. Yoshihara Feb. 1979 87 p refs (Contract F33615-78-C-3201; AF Proj. 2401) (AD-A075403; AFFDL-TR-79-3030) Avail: NTIS HC A05/MF A01 CSCL 20/4

Unsteady transonic flow for a swept wing of moderate sweep is formulated in the small disturbance limit. Boundary conditions at the wing, the trailing vortex sheet, and the outer computational boundaries are given including the ventilated wall conditions. Shortcomings of the small disturbance hypothesis is reviewed, suggesting means to compensate for them. Viscous interactions are described together with procedures to incorporate their effects.

N80-17035# Societe Nationale Industrielle Aerospatiale, Les Mureaux (France).

SYNTHESIS OF UNSTEADY AERODYNAMIC PROBLEMS CONCERNING HELICOPTERS [SYNTHESE DES PROBLEMES D'AERODYNAMIQUE INSTATIONNAIRE DE L'HELICOPTERE]

J. Gallot Paris Assoc. Aeron. et Astronautique de France 1979 22 p refs In FRENCH Presented at 15th Colloq, d'Aerodyn. Appl., Marseille, 7-9 Nov. 1978

(AAAF-NT-79-19; ISBN-2-7170-0546-3) Avail: NTIS HC A02/MF A01: CEDOCAR, Paris FF 17 (France and EEC) FF 21 (others)

The impact of unsteady phenomena on the performance of a rotary wing as well as on overall helicopter performance is discussed with emphasis on the ways in which manufacturers try to take these effects into consideration at the design stage. Criteria taken into consideration include operating conditions for different profiles, problems associated with unsteady operation, and the impact of these problems on flight performance. The validity of mathematical models which predict unsteady aero-dynamic phenomena, such as flow separation and compressibility is discussed and found to be good at the industrial design level.

Author (ESA)

N80-17036# Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

EXPERIMENTAL STUDY OF THE AERODYNAMICS OF A HELICOPTER ROTOR BLADE MODEL IN AN UNSTEADY FLOW REGIME DURING WIND TUNNEL TESTS

P. Philippe, P. Lafon, and J. C. Bohl. 1979 13 p. refs. In FRENCH: ENGLISH summary Presented at 15th Colloq. d'Aerodyn. Appl.. Marseille, 7-9 Nov. 1978 (AAAF-NT-79-21; ISBN-2-7170-0548-X) Avail: NTIS HC

A02/MF A01: CEDOCAR, Paris FF 17 (France and EEC) FF 21 (others)

Test tools and facilities were developed to understand and analyze flows encountered on helicopter rotor blades. The measurements performed on straight or 30 deg swept blade tips reveal unsteady and tridimensional effects on absolute pressure distributions. The experimental data are also compared with calculations, thus summing up the state of art of available prediction methods.

Author (ESA)

N80-17038# Laboratorium fuer Betriebsfestigkeit, Darmstadt (West Germany).

THE ANALYSIS OF MEASURED SURFACE LOADS AS A BASIS FOR THE DERIVATION OF ACCEPTABLE LOAD LIMITS FOR MILITARY AIRCRAFT COMPONENTS [DIE ANALYSE VON GEMESSENEN BETRIEBSBEANSPRUCHUNGEN ALS GRUNDLAGE FUER DIE ABLEITUNG VON LASTANNAHMEN FUER MILITAERISCHES FLUGGERAET]
J. M. Azschel and V. Ladda Bonn Dokzentbw May 1979

J. M. Azschel and V. Ladda Bonn Dokzentbw May 1979 76 p refs In GERMAN; ENGLISH summary Sponsored by Bundesmin, der Verteidigung

(Contract T/RF-43/RF-430/51038)

(BMVG-FBWT-79-9) Avail: NTIS HC A05/MF A01; Dokzentbw, DM 30

Recent investigations into gust loads on airplanes are reviewed using the theory of turbulence and its application to problems associated with flight in turbulence. The statistical description of turbulence and the dynamic response of the structure

due to gusts are considered. In most cases, the results are presented in terms of cumulative frequency distributions and power spectra for independent gust components. The statistical dependence of the components is omitted in this case even though it must be considered for example in the design of T-tails. More information is needed regarding the gust gradients which must be known when assuming a single gust model for the design of aircraft components. Models which were developed and verified by means of measured load-time histories during service are presented to aid in solving the problems addressed.

Author (ESA)

N80-17040# Imperial Coll. of Science and Technology, London (England). Dept. of Aeronautics.

DESCRIPTION AND REPORT ON THE CALIBRATION OF AN UNSTEADY FLOW WIND TUNNEL, PART 1. THE UNSTEADY LIFT GENERATED ON AN AIRFOIL AT MODERATE INCIDENCE TO A FLOW CONTAINING STREAMING OSCILLATIONS, PART 2

J. M. R. Graham May 1979 24 p refs

(IC-Aero-79-04-Pt-1/2; ISSN-0308-7247) NTIS Avail: HC A02/MF A01

A first set of velocity and pressure measurements made in an unsteady flow wind tunnel are presented. The wind tunnel provides a low speed mean flow superimposed streamwise oscillations of variable amplitude generated by rotating vanes at the downstream end. The fluctuating lift on an unstalled airfoil at incidence in an unsteady streamwise flow was measured and compared with predictions of unsteady thin airfoil theory.

Author (ESA)

Author (ESA)

N80-17041# Royal Aircraft Establishment, Farnborough (England).

HOLOGRAPHIC INTERFEROMETRY OF CARBON FIBER REINFORCED PLASTIC WINGTIPS

M. Marchant London HMSO Aug. 1978 63 p refs

(RAE-TR-78105; BR68663) Avail: NTIS HC A04/MF A01 Seven experimental Harrier ferry-tips were examined by holographic interferometry primarily for defects in core to skin bonding. With increasing experience, the quality of the holograms recorded improved and although the interference patterns formed when the structure is warmed are often complicated, discontinuities are readily observed. A number of suspected defects were found which are virtually undetectable using standard radiographic techniques. The most prominent of these are the long straight anomalies visible on all but the first sample examined. It is thought that they may be due to overlapping sheets of film adhesive, but this was not established with certainty. An ultrasonic scan of one sample also failed to detect it. Small

circular patterns, possibly indicating debonds, were found in a

number of place. A group of large anomalies observed on one

N80-17042# Lockheed-California Co., Burbank.

sample were confirmed by radiography.

GENERAL AVIATION AIRPLANE STRUCTURAL CRASH-WORTHINESS USER'S MANUAL. VOLUME 2: INPUT-OUTPUT, TECHNIQUES AND APPLICATIONS Final Report, Jun. 1976 - Feb. 1978

Max A. Gamon, Gil Wittlin, and William L. LaBarge Sep. 1979 253 p

(Contract DOT-FA75WA-3707)

(AD-A075949; LR-28307-Vol-2-Rev;

FAA-RD-77-189-Vol-2-Rev) Avail: NTIS HC A12/MF A01 CSCL 01/3

A comprehensive description of program KRASH is provided. The following are included: user's guide; math model development; KRASH data requirements; and typical model arrangements.

R.C.T.

N80-17043# National Aviation Facilities Experimental Center, Atlantic City, N. J.

ACCIDENT DATA SYSTEMS STUDY REQUIREMENTS ANALYSIS FOR A FAA ACCIDENT DATA SYSTEM Final Report, Oct. 1977 - Jul. 1979

Ellis V. Couch, Ron M. Hill, T. Kolankiewicz, and Gerald Skelton Aug. 1979 167 p refs

(FAA Proj. 014-100-100)

(AD-A075611: FAA-NA-79-172) NTIS Avail:

HC A08/MF A01 CSCL 01/2

The Federal Aviation Administration is investigating possible improvements in its accident data system to enhance aviation safety because the present data system is limited in scope, difficult to use, and of little benefit to aviation safety analysts. The immediate needs which can be met in the near term as well as improvements which will necessitate extensive changes in data collection forms, procedures, and methodologies are analyzed. Other similar data systems are examined, previous related studies are reviewed, and recommendations from users of accident data systems are surveyed. The FAA Flight Standards Service incorporated additional data elements, improved software for better data access, and other near term improvements in the General Aviation Accident Data System now under development. These improvements are evolutionary steps toward the fulfillment of the long range requirements. A.R.H.

N80-17044# Air Force Academy, Colo. Research Lab. CARGO GENERATION FORECASTING MODELS

John S. Brush Oct. 1979 11 p refs

(AF Proj. 2304) (AD-A076136; FJSRL-TR-79-0010)

NTIS Avail:

HC A02/MF A01 CSCL 15/5

Time series models of daily cargo generated for two MAC channels are developed. The strong weekly cyclical fluctuation is exploited in developing forecasting models using both past cargo generation and past cargo arrivals as inputs.

N80-17045# Dayton Univ., Ohio.

THE SCALING OF BIRD IMPACT LOADS Final Report, 16 Jan. 1978 - 16 Feb. 1979

Antonios Challita and John P. Barber Jun. 1979 67 p refs (Contract F33615-78-C-3402; AF Proj. 2402)

(AD-A075215; UDR-TR-79-23; AFFDL-TR-79-3042) Avail: NTIS HC A04/MF A01 CSCL 14/2

This report describes an experimental study which was conducted to investigate the loads produced by the impact of 1800 g and 3600 g birds. Both real birds and bird simulants were tested. Impact pressures were measured and compared with smaller bird impact results obtained on previous testing programs. The magnitude of the impact pressures was found to be independent of bird size. The temporal and spatial distribution of impact pressures scaled linearly with bird dimensions. The impact behavior of large birds was consistent with flow models developed to describe small bird impacts. It was concluded that large and small birds display the same fundamental impact loading processes and that these processes are adequately described by the previously developed flow model.

N80-17046# Douglas Aircraft Co., Inc., Long Beach, Calif. ADVANCED DESIGN AIRCREW PROTECTIVE RESTRAINT SYSTEMS Final Report

A. Blair McDonald Aug. 1979 59 p refs

(Contract F33615-78-C-0509)

(AD-A076061; AMRL-TR-79-45) Avail: NTIS

HC A04/MF A01 CSCL 01/3

This study is the initial phase of a program aimed at the development of advanced design aircrew systems for the next generation of Air Force combat aircraft. For these new aircraft, it is anticipated that combat operations will involve high multiaxial acceleration maneuvers and that new aircrew systems w II be required for restraint, protection and escape under these combat conditions. GRA

N80-17047# Federal Aviation Administration, Washington, D. C. Flight Transportation Lab.

REVIEW AND EVALUATION OF NATIONAL AIRSPACE SYSTEM MODELS Final Report, Jan. - Dec. 1978

A. R. Odoni and R. W. Simpson Oct. 1979 357 p refs (Contract DOT-TSC-1491) (AD-A078050; FAA-EM-79-12; DOT-TSC-FAA-79-8) Avail: NTIS HC A16/MF A01 CSCL 17/7

A guide to the availability and capability of state of the art analytical and simulation models of the national airspace system (NAS) is presented. A listing of 230 reports containing technical descriptions of models developed during the last decade are reviewed with 50 distinct models described. The reports are classified into primary categories based on applicability of the model to various aspects of the NAS. Capacity/delay models are classified as capacity oriented runway, delay oriented runway, complete airport, terminal airspace, air route traffic (including communications), controller workload and performance, and models of major segments of the NAS. Reports describing models primarily concerned with safety related measures and noise related measures are categorized separately. Information contained in each model review includes report ID, abstract, input/output parameters, computer related characteristics, assumptions, quality of documentation, extent of validation, and an evaluation of the model's usefulness and limitations. The reports also contain a comparative evaluation of models in the same primary category. These evaluations present an overview of the models contained in each category, summarize the main features of the best models, and document the conclusions and recommendations regarding the model best suited for specific applica-A.W.H.

N80-17048# National Aviation Facilities Experimental Center, Atlantic City, N. J.

SUMMARY OF TRANSPONDER DATA Interim Report, Jun. 1977 - Aug. 1978

Max Greenberg Aug. 1979 53 p refs

(FAA Proj. 031-241-830)

(AD-A075486; FAA-RD-79-56; FAA-NA-79-23) Avail: NTIS HC A04/MF A01 CSCL 17/7

The performance characteristics of transponders and digitized encoded altimeters were determined in the operational environment of general aviation aircraft. A transponder performance analyzer (TPA), developed to measure performance parameters of transponders installed in aircraft is described. The TPA installed in a bus for mobility, simulates an air traffic control beacon interrogator to facilitate measurement of 15 transponder parameters_in 30 seconds. A standard gain horn is utilized to couple the signals between the TPA bus and the aircraft. Transponder data were collected at four different geographic locations resulting in more than 950 samples of general aviation transponders. Results presented in tabular form, show that 36 percent of the transponders met all measured parameters. The TPA operation and procedures are reported and the data collection and sampling techniques are discussed.

N80-17049# National Aviation Facilities Experimental Center. Atlantic City, N. J.

COMPUTER STUDY OF TULSA INTERNATIONAL AIRPORT RUNWAY 17R GLIDE SLOPE SITES Final Report, Feb. Nov. 1978

Thomas J. Laginja Sep. 1979 44 p refs

(FAA Proj. 071-713-800)

(AD-A075521; FAA-RD-79-27; FAA-NA-79-8) Avail: NTIS HC A03/MF A01 CSCL 17/7

The effect of the terrain at the approach end of Tulsa International Airport runway 17R on guidance signals radiated from an instrument landing system glide slope antenna system is examined. The performances of capture effect, sideband reference, and null reference systems were compared using a mathematical simulation model in order to select the antenna system that will result in the least perturbation of signal. The model, the modeling technique, and the application of the model are described along the input data.

N80-17050# Federal Aviation Administration, Washington, D. C. Office of Systems Engineering Management. REPORT ON THE FAA TASK FORCE ON AIRCRAFT

SEPARATION ASSURANCE. VOLUME 2: CONCEPT DESCRIPTION

N. A. Blake Jan. 1979 69 p refs (AD-A077807; FAA-EM-78-19-Vol-2) HC A04/MF A01 CSCL 17/7

Avail: NTIS

The development of the integrated aircraft separation assurance (ASA) system for the National Airspace System is discussed with emphasis on system errors, mid-airs, and near mid-airs, and altitude deviations. The system element requirements are defined to provide two levels of backup to the ATC system: a separation violation warning and a final fail safe collision advisory and resolution function. The current FAA ASA development programs are discussed as well as the changes required to transition to an integrated ASA system.

N80-17051# National Aviation Facilities Experimental Center, Atlantic City, N. J.

DEFORMOGRAPHICS: HIGH-RESOLUTION PROJECTION DISPLAY DEVELOPMENT FOR AIR TRAFFIC CONTROL PURPOSES Report, Jan. 1973 - Dec. 1978

Gerard Spanier Oct. 1979 224 p refs

(FAA Proj. 975-200-00A) (AD-A078023;

FAA-NA-79-24) HC A10/MF A01 CSCL 17/7

NTIS

A display device and technology called deformographics is described and its practical value for the presentation of large quantities (e.g., 30,000 characters) of air traffic control data was investigated. The engineering, development, human factors, and test and evaluation phases are included and the technical performance data and applications concepts are provided. The project determined the viability of the technology, established the basis for further operational concept studies, and assessed the reproducibility of devices and performance based on the technology. The results indicate a wide use of the technology for air traffic control data and information presentation, as well as other similar applications, and indicate a significant superiority of performance over other conventional and emerging display technologies.

N80-17057# Champlain Technology Industries, Palo Alto, Calif.
AIRBORNE EVALUATION OF THE PRODUCTION AN/ARN-133 LORAN-C NAVIGATOR Final Report Richard J. Adams and John B. McKinley Jul. 1979

(Contract DOT-FA75WA-3662) (AD-A075484)

USCG-D-32-79) HC A12/MF A01 CSCL 17/7

Avail: NTIS

This report presents the results of a comprehensive flight test evaluation of a production airborne Loran-C navigator. The test was performed on a FAA approved helicopter route in the Northeast Corridor, at NAFEC in Atlantic City, New Jersey and in the Gulf of Mexico. The test aircraft used were United States Coast Guard HH52 and HH53 helicopters. The test period was from June 1978 to January 1979. The test plan and test objectives were developed jointly by the United States Coast Guard and the Federal Aviation Administration and Systems Control, Inc. (Vt), Champlain Technology Industries Division. The flight test profiles and procedures were developed for the following reasons: (1) to assess the acceptability of Loran-C navigation in the operational ATC environment of the Northeast Corridor; (2) to determine the system use accuracy for Loran-C for enroute. terminal and non-precision approach flight; (3) to evaluate the Loran-C navigator performance in several offshore missions. The primary conclusions of this flight test evaluation were: the navigator was acceptable in the operational environment of the Northeast Corridor for both enroute and point-in-space approaches; the navigator satisfied AC 90-45A crosstrack accuracy requirements for enroute, terminal area and non-precision approaches; the production navigator satisfied a longtrack AC 90-45A accuracy requirements for enroute and terminal area. but not for non-precision approaches; the navigator performed acceptably during all phases of offshore testing.

N80-17060*# National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va. COMPARISON OF ANALYTICAL AND FLIGHT TEST IDENTIFIED AERODYNAMIC DERIVATIVES FOR A TAN-**DEM-ROTOR TRANSPORT HELICOPTER**

Ward F. Hodge Feb. 1980 56 p refs (NASA-TP-1581; L-13228) Avail: NTIS HC A04/MF A01 CSCL 01C

Flight tests for verifying an analytical aerodynamic derivative model of a CH-47 helicopter were conducted for low cruise speeds and transition to hover portions of curved, decelerating landing approach trajectories. All testing was performed on a closed loop basis with the stability augmentation system of the helicopter operating, and response data were obtained using both manual and computer generated input maneuvers. The results indicate some differences between the measured response time histories and those predicted by both analytical and flight test identified derivatives. With some exceptions the discrepancies are not severe, and the overall agreement between the measured and computed time histories is reasonably good. No adverse effects attributable to closed loop testing were noted, and the use of computer generated inputs proved to be superior to manual ones.

N80-17061*# Missouri Univ. -Rolla. Dept. of Mechanical and Aerospace Engineering.

AERODYNAMIC-STRUCTURAL ANALYSIS OF DUAL BLADED HELICOPTER SYSTEMS Final Technical Report Bruce P. Selberg, Donald L. Cronin, Kamran Rokhsaz, John R. Dykman, and Carla J. Yager Feb. 1980 46 p refs (Grant NsG-2375)

(NASA-CR-162754) Avail: NTIS HC A03/MF A01 CSCL

The aerodynamic and structural feasibility of the birotor blade concept is assessed. The inviscid flow field about the dual bladed rotor was investigated to determine the aerodynamic characteristics for various dual rotor blade placement combinations with respect to blade stagger, gap, and angle of attack between the two blades. The boundary layer separation on the rotors was studied and three dimensional induced drag calculations for the dual rotor system are presented. The thrust and power requirements of the rotor system were predicted. NASTRAN, employed as the primary modeling tool, was used to obtain a model for predicting in plane bending, out of plane bending, and the torsional behavior of the birotors. Local hub loads, blade loads, and the natural frequencies for the birotor configuration are discussed.

A.W.H

N80-17062*# Arde, Inc., Mahwah, N.J.
DESIGN STUDY OF PRESTRESSED ROTOR SPAR CON-CEPT Final Report, Mar. 1975 - Jun. 1976

David Gleich Jan. 1980 101 p refs Sponsored in part by the Army Aviation Res. and Develop. Command (Contract NAS1-13816)

(NASA-CR-159086; ARDE-J/N-41005) Avail:

HC A06/MF A01 CSCL 01C

Studies on the Bell Helicopter 540 Rotor System of the AH-1G helicopter were performed. The stiffness, mass and geometric configurations of the Bell blade were matched to give a dynamically similar prestressed composite blade. A multi-tube, prestressed composite spar blade configuration was designed for superior ballistic survivability at low life cycle cost. The composite spar prestresses, imparted during fabrication, are chosen to maintain compression in the high strength cryogenically stretchformed 304-L stainless steel liner and tension in the overwrapped HTS graphite fibers under operating loads. This prestressing results in greatly improved crack propagation and fatique resistance as well as enhanced fiber stiffness properties. Advantages projected for the prestressed composite rotor spar concept include increased operational life and improved ballistic survivability at low life cycle cost. M.M.M.

N80-17063# Lockheed-Georgia Co., Marietta.
AERODYNAMIC INVESTIGATION OF C-141 LEADING EDGE
MODIFICATION FOR CRUISE DRAG REDUCTION,
VOLUME 1. Final Technical Report, Jun. 1977 - Sep. 1978
W. T. Blackerby and P. R. Smith Wright-Patterson AFB, Ohio
AFFDL Jun. 1979 172 p refs
(Contract F09603-77-A-0204; AF Proj. 2404)
(AD-A076610; LG78ER0233-Vol-1; AFFDL-TR-79-3059-Vol-1)

A study was made of the aerodynamic design and high speed wing tunnel investigation of wing leading edge modifications for cruise drag reduction on the C-141 aircraft. Also investigated were the effects of a wing swept tip extension and trailing edge anti-drag bodies. These modifications were tested in the AEDC 16-Foot Transonic Facility, using a 0.044 scale C-141B model, to determine the effects on C-141 cruise aerodynamic characteristics and wing chordwise pressure distributions. Design of the leading edge modifications was based on the use of transonic wing theory, transonic airfoil theory and experience previously gained with a two-dimensional airful leading edge modification program. Force data results were analyzed to determine the effects on C-141 cruise drag, drag rise characteristics and cruise performance. Correlations were made with transonic theory using the measured chordwise pressure distributions. A fuel and cost savings evaluation was made of the selected leading edge configuration based on measured and predicted cruise performance improved.

N80-17064# McDonnell Automation Co., St. Louis, Mo. EFFECT OF SERVICE ENVIRONMENT ON F-15 BORON/EPOXY STABILATOR Final Report, Aug. 1977 - Jun. 1979 T. V. Hinkle Jun. 1979 137 p refs

(Contract F33615-77-C-3124; AF Proj. 2401)

Avail: NTIS HC A08/MF A01 CSCL 01/3

(AD-A076493; AFFDL-TR-79-3072) Avail: NTIS HC A07/MF A01 CSCL 11/4

The objective of this program was to conduct a series of tests for evaluating the effects of service environment on the strength of the boron/epoxy skins which are an integral part of the F-15 horizontal stabilator. Full scale static tests were conducted on two stabilators, and test results were compared with the capability of the F-15 stabilator demonstrated in previous testing. Moisture contents at various locations in the composite skins were predicted by evaluating the environmental histories of both test articles. Predicted contents were corroborated by moisture contents measured at conclusion of the static tests. F-15 deployments were projected for a 25 year service life, and moisture contents of stabilator composite skins were calculated for each projected deployment. Structural element tests were conducted under the maximum temperature and absorbed moisture conditions expected in service. Physical and chemical characteristics of the test article skins were evaluated relative to baseline boron/epoxy characteristics.

N80-17065# Army Command and General Staff Coll., Fort Leavenworth, Kansas.

THE A-10 AND DESIGN-TO-COST: HOW WELL DID IT WORK?

Roger E. Carleton May 1979 52 p refs

(AD-A075437) Avail: NTIS HC A04/MF A01 CSCL 05/1

This document covers systems procurement in a design-tocost atmosphere. Deficiencies in this program are identified and recommendations are offered to improve this lack of responsiveness. GRA

N80-17066# Center for Naval Analyses, Alexandria, Va. Operations Evaluation Group.

THE ACCELEROMETER METHODS OF OBTAINING AIRCRAFT PERFORMANCE FROM FLIGHT TEST DATA DYNAMIC PERFORMANCE TESTING

William R. Simpson Jun. 1979 402 p refs

(AD-A075226; CNA-PP-245) Avail: NTIS HC A18/MF A01 CSCL 01/3

There are, in general, two basic methods of obtaining aircraft performance from flight test data. The first of these methods, the Direct method, is to fly a particular maneuver of interest and mathematically correct this maneuver to a given set of standard conditions. Several similar maneuvers at different flight conditions are then combined in a composite map representing one aspect of the aircraft performance. The Indirect method is more subtle and has its basis deeper in theory. By this method, a group of aerodynamic and propulsion parameters are developed which in themselves are only numbers and do not represent performance. These parameters are not tied to a specific maneuver or maneuver type, but in general relate the physical forces required

to achieve a certain flight condition. Such parameters for an aircraft would be the drag coefficient, lift coefficient, thrust available, fuel flow requirements, etc. However, these parameters can be combined with known facts about the airframe and propulsion system in such a fashion as to compute airplane performance. With the advent of highly accurate accelerometers, the dynamic maneuvers have become attractive for development of aerodynamic data when obtaining aircraft performance using the Indirect Method.

N80-17067# Textron Bell Helicopter, Fort Worth, Tex.
INVESTIGATION OF THE CRASH-IMPACT CHARACTERISTICS OF ADVANCED AIRFRAME STRUCTURES Final
Report

James D. Cronkhite, Thomas J. Haas, Victor L. Berry, and Robert Winter Sep. 1979 222 p refs

(Contract DAAJ02-77-C-0062: DA Proj. 1L2-62209-AH-76) (AD-A075163: USARTL-TR-79-11) Avail: NTIS HC A10/MF A01 CSCL 01/3

The purpose of this program was to investigate the crashimpact characteristics of advanced troop transport helicopter airframe structures constructed of composite materials. Currently available information was surveyed on the crash-impact behavior of composite materials, analytical tools for design of crashworthy airframe structures, and airframe structure crashworthiness design criteria. Information on the crash-impact behavior of composite materials was found to be limited. Automotive studies showed that by innovative design, composite materials could function efficiently as energy absorbers to reduce crash-impact loads. Other pertinent studies were found that are currently in progress at Bell Helicopter Textron, the NASA Langley Research Center and the U.S. Army's Research and Technology Laboratories and are summarized. Finally, effects of composite materials on the compliance of airframe structures with current Army crashworthiness requirements are discussed.

N80-17068# Royal Aircraft Establishment, Farnborough (England). Structures Dept.

THE APPLICATION OF A PARAMETERIC METHOD OF FATIGUE LOAD MEASUREMENT TO WINGS BASED ON FLIGHT MEASUREMENTS ON A LIGHTNING MK T5

Anne Burns, J. P. Thompson, and G. E. King HMSO Nov. 1977 59 p refs Supersedes RAE-TR-77178 and ARC-37708 Original contains color illustration

(ARC-R/M-3836; BR69023; ISBN-0-11-471169-0;

RAE-TR-77178; ARC-37708) Avail: NTIS HC A04/MF A01; HMSO \pounds 10.00; PHI

The application of a parametric method for deriving fatigue loads for fighter aircraft wings is studied. The load is deduced from a statistical correlation with an appropriate combination of aircraft motion variables and control surface angles. The combined effect of symmetric and asymmetric loading is considered. Flights measurement are centered on Lightning fighter aircraft, but the scope is limited by the lack of ground load calibrations for the wing strain gages. This necessitated the development of parametric formulas for local rather than overall loads.

Author (ESA)

N80-17069# Royal Aircraft Establishment, Farnborough (England). Flight Systems Dept.
SESAME: A SYSTEM OF EQUATIONS FOR THE SIMULA-

SESAME: A SYSTEM OF EQUATIONS FOR THE SIMULATION OF AIRCRAFT IN A MODULAR ENVIRONMENT

B. N. Tomlinson London HMSO Jan. 1979 151 p refs (RAE-TR-79008; BR68659) Avail: NTIS HC A08/MF A01

A system of equations was developed for the simulation of aircraft motion in real time using a digital computer. Those parts of the mathematical model common to all aircraft were created as a set of FORTRAN subroutines, leaving the user to create only a small group of routines specifically to describe a particular aircraft. The equations employed are defined and the computer implementation described. The data presented can be used as a handbook and user guide. Because the routines described are not specific to real time simulation, they can also be used as a basis for a general mathematical model of an aircraft for use on any computer which handles FORTRAN.

Author (ESA)

N80-17070# National Aviation Facilities Experimental Center. Atlantic City, N. J.

EXHAUST EMISSIONS CHARACTERISTICS FOR A GENERAL AVIATION LIGHT-AIRCRAFT AVCO LYCOMING TIO-540-J2BD PISTON ENGINE Final Report

Eric E. Becker Sep. 1979 101 p refs (FAA Proj. 201-521-100)

(AD-A075355; FAA-RD-79-68; FAA-RD-79-36) Avail: NTIS HC A06/MF A01 CSCL 21/7

The TIO-540-J2BD engine (S/N890-X) was tested at the National Aviation Facilities Experimental Center to develop a steady state exhaust emissions data base. This data base consists of current production baseline emissions characteristics, lean-out emissions data, effects of leaning-out the fuel schedule on cylinder head temperatures, and data showing ambient effects on exhaust emissions and cylinder head temperatures. The engine operating with its current full-rich production fuel schedule could not meet the proposed Environmental Protection Agency standard for carbon monoxide and unburned hydrocarbons (HC) under sea level standard-day conditions. The engine did, however, meet the proposed EPA standards for oxides of nitrogen under the same sea level conditions. The results show a trend toward higher levels of emissions output for CO and HC when the ambient conditions approximated hot day sea level conditions while producing slightly lower levels of nitrogen oxides.

N80-17071*# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

AERODYNAMIC PERFORMANCES OF THREE FAN STATOR DESIGNS OPERATING WITH ROTOR HAVING TIP SPEED OF 337 METERS PER SECOND AND PRESSURE RATIO OF 1.54. 1: EXPERIMENTAL PERFORMANCE Thomas F. Gelder Feb. 1980 108 p refs

Thomas F. Gelder Feb. 1980 108 p refs (NASA-TP-1610: E-136) Avail: NTIS HC A06/MF A01 CSCL 21F

The aerodynamic performances of four stator-blade rows are presented and evaluated. The aerodynamic designs of two of these stators were compromised to reduce noise, a third design was not. On a calculated operating line passing through the design point pressure ratio, the best stator had overall pressure-ratio and efficiency decrements of 0.031 and 0.044, respectively, providing a stage pressure ratio of 1.483 and efficiency of 0.865. The other stators showed some correctable deficiencies due partly to the design compromises for noise. In the end-wall regions blade-element losses were significantly less for the shortest chord studied.

N80-17072# Volvo Flygmotor A.B., Trollhaettan (Sweden).
EFFECTS OF DESIGN PARAMETERS ON COOLING AIR
REQUIREMENT IN A GAS TURBINE COMBUSTOR

Bjorn G. A. Sjoblom 22 Aug. 1979 34 p refs Backup document for AIAA synoptic scheduled for publication in Journal of Aircraft on May 1980

(Log-C3797) Avail: NTIS HC A02/MF A01

A computer program for the preliminary design of aircraft gas turbine combustors was used for a parametric study. The program is based on established methods for wall temperature calculations and it determines the main dimensions, the air flow distribution and the film cooling air requirement. Effects of design parameters on the cooling air flow in an aircraft gas turbine combuster were studied. Variation of the overall pressure ratio gave a similar trend as data for existing combustors. It was also found that the percentage of cooling air for a typical design is roughly proportional to the overall pressure ratio to the 0.85 power multiplied by the turbine inlet temperature to the 2.4 power TIT 2.4, which provides a simple extrapolation formula for existing combustors.

N80-17073* # Pratt and Whitney Aircraft Group, West Palm Beach, Fla.

DISTRIBUTION ANALYSIS FOR F100(3) ENGINE Final Report

W. A. Walter and M. Shaw Jan. 1980 66 p refs (Contract NAS3-20835) -(NASA-CR-159754; FR-12087) Avai

HC A04/MF A01 CSCL 21E

vail: NTIS

The F100(3) compression system response to inlet circumferential distortion was investigated using an analytical compressor flow model. Compression system response to several types of distortion, including pressure, temperature, and combined pressure/temperature distortions, was investigated. The predicted response trends were used in planning future F100(3) distortion tests. Results show that compression system response to combined temperature and pressure distortions depends upon the relative orientation, as well as the individual amplitudes and circumferential extents of the distortions. Also the usefulness of the analytical predictions in planning engine distortion tests is indicated

N80-17074*# Pratt and Whitney Aircraft, East Hartford, Conn. EXPERIMENTAL EVALUATION OF A LOW EMISSIONS HIGH PERFORMANCE DUCT BURNER FOR VARIABLE CYCLE ENGINES (VCE) Final Report

R. P. Lohmann and R. J. Mador Oct. 1979 118 p refs

(Contract NAS3-20602)

(NASA-CR-159694; PWA-5513-32A) Avail: NTIS

HC A06/MF A01 CSCL 21A

An evaluation was conducted with a three stage Vorbix duct burner to determine the performance and emissions characteristics of the concept and to refine the configuration to provide acceptable durability and operational characteristics for its use in the variable cycle engine (VCE) testbed program. The tests were conducted at representative takeoff, transonic climb, and supersonic cruise inlet conditions for the VSCE-502B study engine. The test stand, the emissions sampling and analysis equipment, and the supporting flow visualization rigs are described. The performance parameters including the fuel-air ratio, the combustion efficiency/exit temperature, thrust efficiency, and gaseous emissions calculations are defined. The test procedures are reviewed and the results are discussed

N80-17075# Massachusetts Inst. of Tech., Cambridge. Turbine and Plasma Dynamics Lab.

BOUNDARY LAYER AND WAKE MODIFICATIONS TO COMPRESSOR DESIGN SYSTEMS: THE EFFECT OF BLADE-TO-BLADE FLOW VARIATIONS ON THE MEAN FLOW FIELD OF A TRANSONIC ROTOR Final Report, 1 Sep.

1976 - 31 Aug. 1978 Arun K. Sehra Wright-Patterson AFB, Ohio AFAPL Mar. 1979 218 p refs

(Contract F33615-76-C-2118; AF Proj. 2307)

(AD-A076204; GT/PDL-144; AFAPL-TR-79-2010) Avail: NTIS HC A10/MF A01 CSCL 21/5

The effect of blade-to-blade flow variations on the mean flow field of a highly loaded transonic axial flow compressor was investigated. The theoretical approach centered around modeling of three important phenomena associated with blade-to-blade flow fluctuations, which control the mean momentum and energy transfer processes. Apparent stresses were introduced into the mean flow momentum equations by pitchwise averaging. Loss concept of mean relative total pressure, due to conversion of mean flow kinetic energy to the energy of fluctuations, was introduced. Based on this concept, mean rothalpy and the production of apparent entropy were defined. An expression for mean rothalpy variation along the streamline was derived by pitchwise averaging of the energy equation. Mean flow equations suitable for the streamline curvature computational scheme were developed which include these three effects. Apparent stresses, mean rothalpy and apparent entropy variations were calculated from measured velocity fluctuations. The revised streamline curvature procedure was then used to predict the axisymmetric (peripheral mean) flow. The agreement of rotor outlet tangential velocity is excellent, reproducing an unusual peak which is not explainable by usual techniques. The results showed that 3-D inviscid effects do not significantly modify the mean flow, and that the direct effect of apparent stresses on the mean flow is also small.

N80-17077# Aeronautical Research' Council, London (England). VORTEX SHEDDING MECHANISMS IN RELATION TO TIP CLEARANCE FLOWS AND LOSSES IN AXIAL FANS

R. I. Lewis (Newcastle Univ. Engl.) and E. C. H. Yeung (Newcastle Univ. Engl.) London HMSO May 1977 37 p refs Supersedes ARC-37359

(ARC-R/M-3829; ISBN-0-11-471162-3; ARC-37359) Avail: NTIS HC A03/MF A01; HMSO £4.00 PHI

The importance of tip leakage flows in axial fans as a source of loss is evaluated. The dimensionless loss is related to a range of dimensionless parameters by application of a jet loss theory. Vortex shedding models are presented. Theoretical predictions of lift coefficient reduction are compared with published experimental data for isolated rectangular plates, with experimental tests for a single airfoil adjacent to a wall with an oncoming boundary layer, and with correlations of the percentage reduction in total lift versus gap chord ratio.

N80-17080# SRI International Corp., Menlo Park, Calif. PILOTED FLIGHT SIMULATION STUDY OF LOW-LEVEL WIND SHEAR, PHASE 4. ALL-WEATHER LANDING SYSTEMS, ENGINEERING SERVICES SUPPORT PROJECT, TASK 2 Interim Report, Apr. 1978 - Mar. 1979

W. H. Foy and W. B. Gartner Mar. 1979 148 p refs (Contract DOT-FA75WA-3650; SRI Proj. 4364) (AD-A077164; FAA-RD-79-84)

Avail: NTIS

HC A07/MF A01 CSCL 01/2

The fourth in a series of piloted DC10 flight simulation exercises concerned with the development and test of airborne techniques designed to aid the pilot in detecting and coping with low level wind shear are described. The exercise included validation tests of systems developed from the techniques that had shown the most promise in previous tests. Approach and landing situations were simulated, using manual control assisted by flight director. Takeoff trials were run against 5 wind profiles by the 3 project pilots. No good airborne means of coping with wind shear were found.

N80-17081*# National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif.

FLIGHT TESTS OF THE TOTAL AUTOMATIC FLIGHT CONTROL SYSTEM (TAFCOS) CONCEPT ON A DHC-6 TWIN OTTER AIRCRAFT

William R. Wehrend, Jr. and George Meyer Feb. 1980 73 p

(NASA-TP-1513; A-7901) Avail: NTIS HC A04/MF A01 CSCL 01C

Flight control systems capable of handling the complex operational requirements of the STOL and VTOL aircraft designs as well as designs using active control concepts are considered. Emphasis is placed on the total automatic flight control system (TACOS) (TAFCOS). Flight test results which verified the performance of the system concept are presented. J.M.S.

N80-17082# Honeywell Systems and Research Center. Minneapolis, Minn.

DIGITAL FLIGHT CONTROL SOFTWARE VALIDATION STUDY Final Report, Apr. 1978 - Apr. 1979

Edward R. Rang, Michael J. Gutmann, Dennis B. Mulcare, and William G. Ness Wright-Patterson AFB AFFDL Jun. 1979 257 p refs

(Contract F33615-78-C-3605)

(AD-A076021; HONEYWELL-79SRC18; AFFDL-TR-79-3076) Avail: NTIS HC A12/MF A01 CSCL 01/3

The problems of designing, verifying, and validating software for digital flight control systems are reviewed to study how the new software engineering tools and techniques may be incorporated into the development process. This shows how automated methodologies will provide error-free flight control software at lower costs. The need for expensive, lengthy test programs is reduced by analytical methods. The quality of the software is demonstrated with higher confidence when designs are structured to facilitate the subsequent verification steps. The military standards relating to flight control systems are reviewed, and modifications to include provisions for software verification are recommended

N80-17083# National Aeronautical Establishment, Ottawa (Ontario)

THEORETICAL ANALYSIS OF THE TRANSIENT RESPONSE OF A WING TO NON-STATIONARY BUFFET LOADS B. H. K. Lee Apr. 1979 86 p refs

(AD-A073702; NAE-LR-597; NRC-17465) Avail: NTIS HC A05/MF A01 CSCL 20/4

A method for predicting the response of a wing to nonstationary buffet loads is presented. The wing is treated as a cantilever beam with known mass distribution. Using generalized co-ordinates, the vibration of the wing is governed by the second order mass-spring-damper oscillator equation. The buffet load on the wing is expressed as an integral of the sectional force, which is a function of the spanwise location and time. The non-stationary load is represented by the product of a deterministic time function and a statistically stationary random function. The time history of the applied load is segmented into a number of time intervals. Analytical expressions for the mean square response of the wing displacement are derived using a power spectral density for the random part of the applied load, similar to that used in the theory of isotropic turbulence. The effects of damping, ratio of the undamped natural frequency of the system to the half power frequency of the power spectral density, length of time segment, and duration of applied load on the response of the wing have been investigated for three examples of the load versus time histories.

N80-17084# Universite des Sciences et Techniques de Lille (France)

INITIAL STUDY OF THE RESPONSE OF AN AIRCRAFT TO LATERAL GUSTS [RESPONSE DE L'AVION AUX RAFALES LATERALES. ETUDES EXPLORATOIRE]

J. L. Cocquerez and R. A. Verbrugge Paris Assoc. Aeron. et Astronautique de France 1979 37 p In FRENCH Presented at 15th Colloq. d'Aerodyn. Appl., Marseille, 7-9 Nov. 1978 (AAAF-NT-79-03) Avail: NTIS HC A03/MF A01: CEDOCAR, Paris FF 29 (France and EEC) FF 33 (others)

The study of aircraft performance in turbulence, especially the response to lateral gusts, is required in order to optimize the use of automatic flight control systems. Those flight conditions emphasized include low altitude approach, landing with wind composed of transversal gusts, and stability at steep angles of attack at low speeds. The preponderant effects of gust loads vis-a-vis degrees of freedom, the roles of the various control surfaces of the aircraft, and the responses of different aircraft planforms are shown, leading to the modelization of these Author (ESA) phenomena.

N80-17085# Royal Aircraft Establishment, Farnborough (England). Structures Dept.

THE IDENTIFICATION OF THE FLUTTER MECHANISM FROM A LARGE-ORDER FLUTTER CALCULATION

J. C. A. Baldock London HMSO Feb. 1978 48 p refs Supersedes RAE-TR-78017 and ARC-37871

(ARC-R/M-3832; ISBN-0-11-47116-8; RAE-TR-78017; ARC-37871) Avail: NTIS HC A03/MF A01: HMSO £5.00;

The phase differences between degrees of freedom in a flutter calculation are discussed. From the study of phase variation with airspeed in binary systems, a technique is evolved for identifying the essential degrees of freedom in a large-order flutter calculation. This technique can be combined with a general flutter analysis in order to represent the flutter condition in a large-order flutter calculation with an equivalent two degree of freedom Author (ESA) system.

N80-17087# Vehicle Systems Development Corp., Upland, Calif. **DETAILED DESIGN AND FABRICATION OF A HELICOPTER** GROUND MOBILITY SYSTEM (HGMS) Final Technical

Report, Oct. 1977 - May 1979
Robert W. Forsyth, John P. Forsyth, Nathan N. Shiovitz, and Laurence E. Reinhart Sep. 1979 47 p refs

(Contract DAAJ02-77-C-0077)

(AD-A076932; VSDC-579/43; USARTL-TR-79-24) Avail: NTIS HC A03/MF A01 CSCL 01/3

This report presents the results of a program for the design, fabrication, test, and demonstration of two identical engineering models of the Helicopter Ground Mobility System (HGMS). Task 1 resulted in a complete, detailed and documented design for the HGMS prime mover, skid-equipped helicopter adapter, and flotation track assemblies. In Task 2, the design was converted into hardware which, along with a device simulating the wheel-equipped UH-60A (Black Hawk) and YAH-64 (AAH) helicopters, was tested in Task 3 to demonstrate compliance with the requirement and specification for the HGMS. Minor changes, the need for which emerged from the test activity, were incorporated in the engineering models and design data during Task 3. In Task 4, the contractor prepared assessments of HGMS reliability and maintainability as well as estimates of requirements for logistics support. The total program described in this final report produced systems which clearly indicate that Army helicopters, both wheeled and skid-equipped, can be successfully transported between a forward area landing zone and a concealed larger area with no surface preparation and with a minimum of equipment and personnel. Moreover, the program demonstrated that a lightweight and helicoptertransportable HGMS answers the Army's long-standing need for helicopter ground mobility.

N80-17088# ARO, Inc., Arnold Air Force Station, Tenn. EXPERIMENTS FOR THE REDUCTION OF WIND TUNNEL WALL INTERFERENCE BY ADAPTIVE WALL TECHNOLOGY Final Report, Oct. 1977 - Sep. 1978

E. M. Kraft and R. L. Parker, Jr. AEDC, Arnold AFS, Tenn. Oct. 1979 43 p refs

(AD-A076555; AEDC-TR-79-51) HC A03/MF A01 CSCL 20/4

NTIS Avail:

Experiments were conducted in the AEDC Aerodynamic Wind Tunnel (1T) to evaluate the applicability of adaptive-wall technology to reduce wall interference in a transonic wind tunnel. Data were obtained on a six-percent-blockage, two-dimensional, NACA 0012 airfoil section with two different, adaptable porous wall configurations. One configuration featured variable longitudinal control of the local hole angle and the other featured global porosity control. The experiments demonstrated that adaptive-wall techniques could be used to significantly reduce wall interference effects. Although neither wall configuration could be adjusted to duplicate the pressure distributions (calculated at the tunnel boundary control surface with adaptive-wall technology) to produce interference-free conditions, matching the pressure level upstream of the model and minimum pressure in the vicinity of the model adequately reduced the wall interference. One of the most effective means for matching these global parameters was plenum pressure adjustment; thus, some refinement may be obtained through segmented plena control.

N80-17089# Civil Aeronautics Board, Washington, D.C. AIRPORT ACTIVITY STATISTICS OF CERTIFICATED ROUTE AIR CARRIERS Semiannual Report

31 Dec. 1978 315 p Prepared in cooperation with FAA, Washington, D.C.

(AD-A076194) Avail: NTIS HC A14/MF A01 CSCL 01/2 This report furnishes airport activity of the Certificated Route Air Carriers. Included in the data contained in table 6 are passenger enplanements, tons of enplaned freight, express, and mail. Both scheduled and non-scheduled service, and domestic and international operations are included. These data are shown by airport and carrier. Table 7 includes departures by airport, carrier and type of operation, and type of aircraft.

N80-17090# Boeing Co., Wichita, Kans.

JET ENGINE DEMOUNTABLE TEST CELL EXHAUST SYSTEM PHASE: COANDA/REFRACTION NOISE SUP-PRESSION CONCEPT, ADVANCED DEVELOPMENT

R. E. Ballard, W. F. Byers, and D. L. Armstrong Apr. 1979 91 p refs

(Contract N00014-76-C-1229)

(AD-A076253; D3-11527-1; NAEC-92-112) Avail: NTIS HC A05/MF A01 CSCL 01/5

The successfully demonstrated Coanda/refraction air-cooled exhaust noise suppressor system is applied to the Navy requirement for effective exhaust noise suppression in jet engine demountable test cells. The technical approach consists of analytical studies and one-sixth scale model tests using simulated afterburning engine exhaust. Revisions are made to the previously developed system to improve noise suppression capability while reducing the system overall size and initial cost. Revisions include moving secondary air inlets to reduce enclosure size and improve cooling, shortening the Coanda surface to provide more acoustically treated exhaust stack and providing variations in exhaust stack configuration such as single and dual acoustic splitters and acoustic wedges up the back wall. Extensive data were recorded and analyzed to identify the aerothermodynamic and acoustic trends related to these configuration changes. Results present recommendations for an air-cooled Coanda/refraction exhaust system for application to demountable test cells. GRA

N80-17091# Boeing Co., Wichita, Kans.

JET ENGINE CLASS C TEST CELL EXHAUST SYSTEM PHASE. COANDA/REFRACTION NOISE SUPPRESSION CONCEPT-ADVANCED DEVELOPMENT Technical Report, Oct. 1976 - Jan. 1977

R. E. Ballard and D. L. Armstrong Lakehurst, N.J. Naval Air Engineering Center May 1979 89 p refs (Contract N00140-76-C-1229)

(AD-A075277; D3-11500-1; NAEC-92-113) Avail: NTIS HC A05/MF A01 CSCL 20/1

The successfully demonstrated Coanda/refraction air-cooled exhaust noise suppressor system is applied to the Navy requirement for an effective air-cooled retrofit configuration for the class 'C' test cells (concrete enclosure). The technical approach consists of analytically sizing retrofit components to meet both acoustic and aerothermodynamic requirements and then testing at one-sixth scale using simulated afterburning engine exhaust to verify the design configuration. Model variations included exhaust stack height, exhaust stack inner flow passage configurations (straight walls and diffuser) and removal of a concrete internal partition wall. Extensive data were recorded and analyzed to identify the aerothermodynamic trends related to these configuration changes. Results present recommendations for an air-cooled Coanda exhaust noise suppression system for retrofit of Navy class 'C' test cells.

N80-17092# National Aeronautical Establishment, Ottawa (Ontario).

A PERTURBATION THEORY OF TWO-DIMENSIONAL TRANSONIC WIND TUNNEL WALL INTERFERENCE

Y. Y. Chan Apr. 1979 27 p refs

(AD-A071167; NAE-LR-598; NRC-17476) Avail: NTIS HC A03/MF A01 CSCL 20/4

The wind tunnel wall interference in transonic speed is formulated as perturbation to the basic flow around the airfoil in free air. The perturbation equation is derived from the transonic small disturbance equation and is linear but with variable coefficients containing the non-linear solution of the basic flow. The equation is solved numerically by a direct matrix method using the classical boundary condition for a porous wall. The solution in terms of lift versus angle of attack agrees well with that calculated directly from the small disturbance equation.

GRA

N80-17093# Royal Aircraft Establishment, Bedford (England). Structures Dept.

THE REDUCTION OF DYNAMIC INTERFERENCE BY SOUND-ABSORBING WALLS IN THE RAE 3 FOOT WIND TUNNEL

D. G. Mabey London AMSO Aug. 1977 40 p refs Supersedes RAE-TR-77120 and ARC-37618

(ARC-R/M-3837; BR69024; ISBN-0-11-471170-4;

RAE-TŔ-77120; ARC-37618) Avail: NTIS HC A03/MF A01; HMSO \pounds 5.00; PHI

A preliminary investigation made with temporatory test liners in a 3-ft by 3-ft tunnel confirms that there are significant advantages in using working sections with sound-absorbing walls

for aeroelastic tests at subsonic and transonic speeds. In particular, tunnel resonances and flow unsteadiness can be reduced just as effectively in a large wind tunnel as in the small tunnel (4-in by 4-in) used for previous pilot tests. The reduction in flow unsteadiness obtained with sound-absorbing walls significantly improved wind buffeting measurements on an ordinary wind tunnel model.

Author (ESA)

N80-17094# National Aerospace Lab., Amsterdam (Netherlands). Flight Div.

THE INFLUENCE OF SIMULATOR MOTION WASH-OUT FILTERS ON THE PERFORMANCE OF PILOTS WHEN STABILIZING AIRCRAFT ATTITUDE IN TURBULENCE

M. F. C. VanGool 1 Feb. 1978 52 p refs (NLR-TR-78022-U) Avail: NTIS HC A04/MF A01

The influence of simulator motion on the performance of four pilots when stabilizing an aircraft disturbed by turbulence in the pitch and roll axes was investigated. Pilot describing functions, remnant spectra, and a number of associated performance measures were determined for this compensatory tracking task. The results lead to the conclusion that for the task under consideration, no significant differences can be observed when the second-order high-pass wash-out filter break frequency in the pitch and roll degree of freedom is varied from 0.1 rad/sec to 0.5 rad/sec. However, performance in either condition is considerably better than results obtained fixed-based. This is also reflected in the pilot comments and effort ratings, stating that the task is easier with motion.

Author (ESA)

N80-17096# Royal Aircraft Establishment, Bedford (England). Structures Dept.

THE USE OF SOUND ABSORBING WALLS TO REDUCE DYNAMIC INTERFERENCE IN WIND TUNNELS

D. G. Mabev London HMSO Nov. 1976 74 p refs Supersedes RAL-TR-76157 and ARC-37436

(ARC-R/M-3831; ISBN-0-114-71164; RAE-TR-7615; ARC-37436) Avail: NTIS HC A04/MF A01; HMSO £7.00;

A scheme for reducing dynamic interference in wind tunnel at subsonic and transonic speeds was tested in a pilot 4in x 4in tunnel. Two types of dynamic interference were considered: excitation of unwanted acoustic resonances within the working section and flow unsteadiness. The models used to establish the resonances in the working sections with hard walls were small circular cylinders operating in a subcritical Reynolds number range and thus generating discrete pressure fluctuations at the vortex shedding frequency. When the resonances were suppressed by the wall materials the pressure fluctuations agreed well with previous measurements made in a much larger, low speed wind tunnel and with predictions. The tests show that both types of interferences could be substantially reduced by replacing the conventional hard walls of a closed or a slotted working section by appropriate sound absorbing walls. Author (ESA)

N80-17143# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Cologne (West Germany).

MATERIALS AND STRUCTURES RESEARCH SCIENTIFIC REPORT, 1978 Progress Report [FORSCHUNGSBEREICH WERKSTOFFE UND BAUWEISEN: WISSENSCHAFTLICHER BERICHT STAND 1978]

1978 101 p refs In GERMAN Original contains color illustrations

Avail: NTIS HC A06/MF A01

Research in structural engineering, aerodynamics, the mechanical properties of light alloys and refractory materials, the applications of powder metallurgy, the space environment, energy, health problems, and weightlessness are discussed.

Author (ESA)

N80-17147*# Boeing Commercial Airplane Co.. Seattle, Wash. THE 737 GRAPHITE COMPOSITE FLIGHT SPOILER FLIGHT SERVICE EVALUATION Annual Report, May 1978 - Apr. 1979

Daniel J. Hoffman and Robert L. Stoecklin Jan. 1980 56 p refs

(Contract NAS1-11668)

(NASA-CR-159094; AR-5) Avail: NTIS HC A04/MF A01 CSCL 11D

The flight service experience of 111 graphite-epoxy spoilers on 737 transport aircraft and related ground based environmental exposure of graphite-epoxy material specimens is reported. Spoilers were installed on 28 aircraft representing seven major airlines operating throughout the world. Over 1.188.367 spoiler flight hours and 1.786.837 spoiler landings were accumulated by this fleet. Tests of removed spoilers and ground-based exposure specimens after the fifth year of service indicate modest changes in composite strength properties. Two incidents of trailing edge delamination with subsequent core corrosion were observed. Based on visual, ultrasonic, and destructive testing, there has been no evidence of moisture migration into the honeycomb core and no core corrosion.

N80-17148*# Boeing Commercial Airplane Co., Seattle, Wash. PRELIMINARY DESIGN OF GRAPHITE COMPOSITE WING PANELS FOR COMMERCIAL TRANSPORT AIRCRAFT B. A. Byers and Robert L. Stoecklin Feb. 1980 68 p refs (Contract NAS1-15107)

(NASA-CR-159150) Avail: NTIS HC A04/MF A01 CSCL

Subjectively assessed practical and producible graphite/ epoxy designs were subjected to a multilevel screening procedure which considered structural functions, efficiency, manufacturing and producibility, costs, maintainability, and inspectability. As each progressive screening level was reviewed, more definitive information on the structural efficiency (weight), manufacturing, and inspection procedures was established to support the design selection. The configuration features that enhance producibility of the final selected design can be used as a generic base for application to other wing panel designs. The selected panel design showed a weight saving of 25 percent over a conventional aluminum design meeting the same design requirements. The estimated cost reduction in manufacturing was 20 percent, based on 200 aircraft and projected 1985 automated composites manufacturing capability. The panel design background information developed will be used in the follow-on tasks to ensure that future panel development represents practical and producible design approaches to graphite/epoxy wing surface panels.A.R.H.

N80-17152# General Dynamics/Convair, San Diego, Calif.
COMPOSITE MATERIAL APPLICATION TO THE MK12A RV
MIDBAY SUBSTRUCTURE Final Report, Oct. 1976 - Jul.
1978

W. Garcia, J. Hertz, J. Prunty, and H. McCutchen Sep. 1979 162 p refs

(Contract DAAG46-76-C-0073: DA Proj. 1W1-62113-A-661) (AD-A076485; CASD/ASC-76-001A; AMMRC-TR-79-51) Avail: NTIS HC A08/MF A01 CSCL 22/2

The work reported herein represents a feasibility study to reduce weight of the MK12A reentry vehicle midbay structure by replacing the aluminum structure with graphite composite materials. Following conceptual design of the MK12A midbay structure utilizing advanced composite materials, the effort was redirected to the Advanced Ballistic Reentry Vehicle (ABRV). Specimens and subcomponent elements representative of the ABRV configuration were provided for nuclear vulnerability and hardness testing of the Air Force Weapons Laboratory. GRA

N80-17222# Army Construction Engineering Research Lab.. Champaign, III.

INVESTIGATION OF RAPIDLY DEPLOYABLE PLASTIC FOAM SYSTEMS. VOLUME 1: SYSTEM DEVELOPMENT Final Report

Alvin Smith Oct. 1979 41 p refs 2 Vol. (MIPR-FY1456-78-00006; MIPR-FY1456-79-00002)

(AD-A076332; CERL-TR-M-272-Vol-1) Avail: NTIS HC A03/MF A01 CSCL 11/9

Volume 1 of this report (1) presents the findings of a study conducted to develop a low-density polyurethane foam system

that is deployable within 5 seconds; and (2) documents a study of foam/fabric deployable shapes. An especially fast-reacting foam formulation was devised, hardware for delivery and mixing of foam chemicals was designed and evaluated, various geometric shapes of constant volume that the foam could be formed into were investigated, and the impact loading characteristics of the foam at various times soon after generation were studied. Fabrication of fabric foam cylinders was also studied. Volume 2 documents a study of fabric-skinned, foam-filled cylindrical beams and an analytical/experimental study of their bending properties. Results of the studies show that a low-density polyurethane foam system that will deploy within 5 seconds is practical to generate and to form into geometrically shaped lightweight fabric bags. The foam exhibits good impact absorption properties very quickly after formation; these properties can be used to attenuate rapidly applied loads of low to intermediate velocities. Finally, the fabric/foam composite beams possess interesting structural qualities commensurate with the fabric and foam used in making them. The analytical and experimental results compare very well. The analysis identified several factors of the mechanics involved that must be included in calculations to predict the loading response of such composites.

N80-17227# Monsanto Research Corp., Dayton, Ohio.
ASSESSMENT OF THE FLAMMABILITY OF AIRCRAFT
HYDRAULIC FLUIDS Final Report, 15 Dec. 1975 - 30 Sep.
1978

Leo Parts Wright-Patterson AFB, Ohio AFAPL Jul. 1979 85 p refs

(Contract F33615-76-C-2015; AF Proj. 3048)

(AD-A076512; MRC-DA-860; AFAPL-TR-79-2055) Avail: NTIS HC A05/MF A01 CSCL 11/8

The main thrust of the program was directed toward two objectives: (1) development of apparatus for the measurement of ignitability characteristics of fluids at high temperatures (up to 930 C): and (2) the use of that and other apparatus for the determination of ignitability, flame propagation properties, and heats of combustion of a number of aircraft fluids. These included currently used hydraulic fluids, candidate nonflammable hydraulic fluids, and other aircraft fluids such as lubricants, fuels, and heat transfer fluids. The studies were successful in the identification of candidate nonflammable hydraulic fluids. These fluids were identified as Halocarbon AO-8, Freon E6.5, and Brayco 814Z. A semiautomatic ignition test apparatus was built that can be used for measurements at temperatures up to 1000 C. The operation range of a hot manifold ignition test apparatus was extended up to 930 C.

N80-17242# Air Force Aero Propulsion Lab., Wright-Patterson

THERMAL OXIDATIVE STABILITY TEST METHODS FOR JPTS JET FUEL Final Report, Jan. 1976 - Dec. 1978

Royce P. Bradley and Charles R. Martel Aug. 1979 53 p

refs (AF Proj. 3048)

(AD-A076374; AFAPL-TR-79-2079) Avail: NTIS HC A04/MF A01 CSCL 21/4

Various samples of Thermally Stable Jet Fuel (JPTS) produced in accordance with military specification MIL-T-25524, were tested for thermal oxidative stability using the Jet Fuel Thermal Oxidation Tester (JFTOT). Two of the fuel samples had marginal thermal stability and provided data needed for the proposed substitution of the JFTOT for the ASTM-CRC Fuel Coker. Over 130 samples of JPTS fuel, submitted for fuel specification compliance test, were tested for thermal oxidative stability using the JFTOT in lieu of the Fuel Coker. The JFTOT, in conjunction with the Alcor Mark 8A Tube Deposit rater, was found to be suitable for the use with JPTS fuels.

N80-17263 Air Force Materials Lab., Wright-Patterson AFB, Ohio

VIBRATIONS OF A COMPRESSOR BLADE WITH SLIP AT THE ROOT

David I. G. Jones and Agnieszka Muszynska (Polish Academy of Sciences, Warsaw) In The Shock and Vibration Inform. Center The Shock and Vibration Bull., Pt. 2 Sep. 1978 p 53-61

Avail: NRL, Tech. Inform. Div., Washington D.C.

An analytical model, developed to represent the vibrational behavior of a jet engine compressor blade in its fundamental mode, and which allows for slip at the blade disc interface, is described. The model is applied to a particular blade geometry and the results are compared. The implications of using the model for the design of compressor and turbine blades in order to optimize slip damping levels are discussed.

A.W.H.

N80-17265 Sikorsky Aircraft, Stratford, Conn. DAMPING OF AN ENGINE EXHAUST STACK

John J. DeFelice and Ahid D. Nashif (Anatrol Corp., Cincinnati, Ohio) In The Shock and Vibration Inform. Center The Shock and Vibration Bull., Pt. 2 Sep. 1978 p 75-84

Avail: NRL, Tech. Inform. Div., Washington D.C.

A program whose objective was to introduce high damping into the helicopter engine exhaust extension in order to decrease its vibrational amplitude at resonance and thereby increase its fatigue life is described. A specialized high temperature damping material, in the form of vitreous enamel, reported to work effectively over the operational temperature range of the exhaust extension is examined. The application of the high temperature damping materials to the engine exhaust extension and the effect upon the vibrational amplitudes at resonance and component service life are discussed.

A.W.H.

N80-17278 Air Force Flight Dynamics Lab., Wright-Patterson AFB. Ohio.

CALCULATION OF NATURAL FREQUENCIES AND MODE SHAPES OF MASS LOADED AIRCRAFT STRUCTURES

P. Wayne Whaley In Shock and Vibration Inform. Center The-Shock and Vibration Bull., Pt. 3 Sep. 1978 p 13-20

Avail: NRL, Tech. Inform. Div., Washington, D.C.

The problem of loaded random vibration response estimation using Galerkin's method, a direct method, and a generalized coordinates approach is examined. Results indicate that both the direct method and the generalized coordinates solution give very good estimates of the first four modes of a mass loaded simply supported beam, with the generalized coordinates solution giving better accuracy than the direct method. Galerkin's method gives unacceptable results. In addition, a matrix iteration scheme for computing loaded modes, given unloaded modes, is presented. Results show that over 50% reduction in execution time is possible in computing the first four modes, with good accuracy maintained.

J.M.S.

N80-17293*# Shock and Vibration Information Center (Defense), Washington, D. C.

THE SHOCK AND VIBRATION BULLETIN. PART 3: STRUCTURE MEDIUM INTERACTION, CASE STUDIES IN DYNAMICS

Sep. 1979 97 p refs Presented at the 49th Symp. on Shock and Vibration, Washington, D.C., 17-19 Oct. 1978 Sponsored by NASA. Goddard Space Flight Center 3 Vol. (NASA-CR-162473; AD-A074701; Bull-49-Pt-3) Avail: NTIS

HC A05/MF A01 CSCL 20K

Structure and medium interactions topics are addressed. Topics include: a failure analysis of underground concrete structures subjected to blast loadings, an optimization design procedure for concrete slabs, and a discussion of the transient response of a cylindrical shell submerged in a fluid. Case studies in dynamics are presented which include an examination of a shock isolation platform for a seasparrow launcher, a discussion of hydrofoil fatigue load environments, and an investigation of the dynamic characteristics of turbine generators and low tuned foundations.

N80-17299*# Rockwell International Corp., Los Angeles, Calif. SELECTED TOPICS FROM THE STRUCTURAL ACOUSTICS PROGRAM FOR THE B-1 AIRCRAFT

Peter M. Belcher In Shock and Vibration Inform. Center The Shock and Vibration Bull., Pt. 3 Sep. 1979 p 55-68 refs

Avail: NTIS HC A05/MF A01 CSCL 01C

The major elements of the structural acoustics program for the B-1 aircraft are considered. Acoustic pressures measured at 280 sites on the surface of the vehicle were used to develop pressure models for a resizing of airframe components for aircraft No. 4 (A/C4). Acoustical fatigue design data for two dynamically complex structural configurations were acquired in laboratory programs, the conceptions for and executions of which detailed significant departures from the conventional. Design requirements for mechanical fasteners for configurations other than these two made use of analytical extensions of regrettably limited available information.

N80-17301*# McDonnell Aircraft Co., St. Louis, Mo. COMBINED VIBRATION/TEMPERATURE/SIDELOAD ENVIRONMENTAL TESTING OF UHF BLADE ANTENNAS

Ronald Volker *In* Shock and Vibration Inform. Center The Shock and Vibration Bull., Pt. 3 Sep. 1979 p 79-84

Avail: NTIS HC A05/MF A01 CSCL 20K

Service problems encountered on the F-4 aircraft showed that the environmental qualification requirements for the UHF blade antenna were not adequate. Although the individual environmental levels were stringent enough, only combined environmental testing could duplicate the conditions in which service problems occurred. Techniques for applying static side load simultaneously with vibration and temperature were developed. The combined environment testing was instrumental in the rapid assessment of antenna modifications and resulted in a final configuration which proved satisfactory in service. A need to include combined environmental testing for qualification of blade antennas was established.

N80-17337# Rome Air Development Center, Griffiss AFB, N.Y. SPREAD-SPECTRUM DATA LINK TEST FACILITY

Oscar H. McKee Aug. 1979 53 p refs (AD-A075098; RADC-TR-79-244)

(AD-A075098; RADC-TR-79-244) Avail: NTIS HC A04/MF A01 CSCL 09/5

This technical report describes the development of an in-house capability for evaluating wide bandwidth spread spectrum modems. The major portion of the report concerns the development and fabrication of the microwave transmitting and receiving equipment used during the flight testing of a direct sequence spread spectrum modem developed to RADC specifications. The microwave equipment developed for the test facility operated at an IF of 300 MHz, with four distinct RF frequencies of 4500 MHz, 4900 MHz, 7350 MHz and 7900 MHz. The output power for all stations was set at 200 watts CW, however, additional power is available at the three ground stations. Section 2 of the report presents the theoretical calculations used to predict the maximum range expected from each of four data links incorporated in a five station test scenario. The maximum theoretical range was calculated to be 414.3 miles, however, the ranges achieved during actual flight testing were approximately 9 dB below theoreteical expectations.

 ${\bf N80\text{-}17348} \# \ \ {\bf National\ Aerospace\ Lab.,\ Amsterdam\ (Netherlands)}.$ Flight $\ {\bf Div.}$

MEASUREMENT OF RADIATION PATTERNS OF AIRCRAFT ANTENNAS IN NON-STEADY FLIGHT

D. C. Schering and H. Tellegen $\,$ 10 Feb. 1979 $\,$ 28 p $\,$ refs (NLR-TR-78018-U) $\,$ Avail: NTIS $\,$ HC A03/MF A01 $\,$

Methods for measuring radiation patterns of aircraft antennas are described. During pitch and roll maneuvers radiation in the symmetry respective lateral plane of the aircraft is recorded. Diagrams of the horizontal plane are obtained by a semistationary method: a circular track with wings level is flown at a relatively large distance from the ground station. During the

time that the maneuvers are being carried out only small parts of the ground antenna diagram are needed and the effect of the shape of this pattern is reduced to a scale factor; the brief time involved also minimizes the influence of a varying distance. changes in environment conditions, and of equipment characteristics. The effect of reflection from the Earth's surface is reduced by the use of an artificial ground plane and by optimization of the configuration of the receiving antennas. The methods were applied to a Fokker F-27 transport aircraft in a version containing nine different aerials. A fair reduction in flying time is obtained over the well-known standard method of 'flying along'

N80-17357# Federal Aviation Administration, Washington, D. C. Systems Research and Development Service.

FIELD IMPACT EVALUATION REPORT ON THE ELECTRON-IC TABULAR DISPLAY SUBSYSTEM (ETABS) Final Report, Dec. 1978 - Jul. 1979

Oct. 1979 52 p

(AD-A078848; FAA-RD-79-101)

NTIS Avail.

HC A04/MF A01 CSCL 14/2

A team of field personnel from air traffic and airways facilities conducted an impact assessment of the projected implementation of the electronic tabular display subsystem (ETABS) at air route control center. Alternatives were developed which could be expected to reduce or eliminate the negative consequences identified which could result from ETABS implementation. Six impact areas are addressed. These are: impact on the workforce, technological considerations, implementation, operations, training, and logistics support. Conclusions and recommendations as to the most desirable alternative solutions from a field viewpoint are presented.

N80-17366# Thermal Technology Labs., Buffalo, N. Y. DEVELOPMENT OF LIGHTWEIGHT TRANSFORMERS FOR AIRBORNE HIGH POWER SUPPLIES Final Report, Jul. 1976 - Mar. 1979

James P. Welsh Jun. 1979 69 p refs (Contract F33615-75-C-2014; AF Proj. 3145) AFAPL-TR-79-2049) NTIS (AD-A076215: HC A04/MF A01 CSCL 09/5

Emphasis on this program was on the development of high voltage, high power, high frequency, low specific weight, inverter transformers. A primary intent was the reduction of specific weight without sacrifice of either electrical performance or reliability. Research was conducted into the characteristics of magnetic and dielectric materials, improved magnetic circuit modeling, and application of advanced heat transfer techniques. Computeraided design methods were utilized and specialized programs were developed to permit extensive manipulation of multiple design parameters.

N80-17397*# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

EFFECTS OF A CERAMIC COATING ON METAL TEMPERA-TURES OF AN AIR-COOLED TURBINE VANE

Herbert J. Gladden and Curt H. Liebert Feb. 1980 29 p refs (NASA-TP-1598; E-167) Avail: NTIS HC A03/MF A01 CSCL 20D

The metal temperatures of air cooled turbine vanes both uncoated and coated with the NASA thermal barrier system were studied experimentally. Current and advanced gas turbine engine conditions were simulated at reduced temperatures and pressures. Airfoil metal temperatures were significantly reduced, both locally and on the average, by use of the the coating. However, at low gas Reynolds number, the ceramic coating tripped a laminar boundary layer on the suction surface, and the resulting higher heat flux increased the metal temperatures. Simulated coating loss was also investigated and shown to increase local metal temperatures. However, the metal temperatures in the leading edge region remained below those of the uncoated vane tested at similar conditions. Metal temperatures in the trailing edge region exceeded those of the uncoated vane.

N80-17401# Naval Postgraduate School, Monterey, Calif. MEASUREMENTS OF JET DISPERSIONS SIMULATED IN AN AERONAUTICAL WIND TUNNEL M.S. Thesis

J. V. Brendmoen Sep. 1979 94 p refs (AD-A076578) Avail: NTIS HC A05/MF A01 CSCL 13/2 A neutrally stable atmospheric surface layer was suitably simulated in a low speed wind tunnel by tripping the boundary layer with a fence and letting the turbulent flow develop over a length of roughness elements. Jet exhaust dispersion characteristics, simulated by a burner/nozzle system, were investigated by measuring the horizontal and vertical temperature profiles at axial stations downwind from the nozzle exit. Dispersion sensitivity to different nozzle exit conditions, angles of incidence to the wind, the nozzle surface blockage were investigated. The results were compared to disperison methods used in the Air Quality Assessment Model (AQAM). It was found that the experimental jet penetration length was much shorter than that assumed in AQAM, and that a plume rise existed, which is not included in the current AQAM model. Required inputs of the initial dispersion coefficients were determined as a function of wind

N80-17422*# National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

FATIGUE STRENGTH TESTING EMPLOYED FOR EVALUA-TION AND ACCEPTANCE OF JET-ENGINE INSTRUMENTA-TION PROBES

Everett C. Armentrout 1980 25 p refs Presented at 25th Ann. Intern. Gas Turbine Conf., New Orleans, 9-13 Mar. 1980; sponsored by ASME (NASA-TM-81402; E-313) Avail: NTIS HC A02/MF A01 CSCL

14B

The fatigue type testing performed on instrumentation rakes and probes intended for use in the air flow passages of jet engines during full scale engine tests is outlined. A discussion of each type of test performed, the results that may be derived and means of inspection is included. RES

N80-17482# Centre Technique des Industries Mecaniques, Senlis (France).

PREDICTION OF DYNAMIC PROPERTIES OF A ROTOR SUPPORTED BY HYDRODYNAMIC BEARINGS USING THE FINITE ELEMENT METHOD Final Report

J. Peigney 19 Sep. 1979 30 p refs Presented at Intern. Conf. on Eng. Appl. of the Finite Element Method, Oslo, May

(CETIM-1-4A-29-0) Avail: NTIS HC A03/MF A01

General programs for rotor bearing analysis using the finite element method are presented. A consistent representation of both mass and stiffness is used for the rotor shaft while hydrodynamic bearings are calculated by solving a Reynolds equation. Dynamic characteristics of these bearings are then obtained with a perturbation method. These programs are compared with both numerical and experimental results from the literature and agreement is shown to be good. The influence of bearing characteristics on the stability threshold and the unsteady response of a rotor are also studied. Author (ESA)

N80-17495# Villanova Univ., Pa. Dept. of Mechanical Engineering.

AEROSTRUCTURE NONDESTRUCTIVE EVALUATION BY THERMAL FIELD TECHNIQUES Final Report, 17 Mar. 1978 - 17 Jan. 1979

P. V. McLaughlin, Jr., E. V. McAssey, Jr., and R. C. Deitrich 1 Nov. 1979 40 p refs

(Contract N68335-78-M-5337)

(AD-A076541; NAEC-92-131) Avail: NTIS HC A03/MF A01 CSCL 14/2

Certain types of flaws and damage in composite materials are not readily observable by visual examination. Examples of these are delaminations, blindside impact damage, and sub-surface laminar cracks. Programs are currently underway to develop

methods of detecting such flaws by many techniques, among which are X-ray, neutron radiography, ultrasonic transmission and reflectance, eddy current, and thermography. This report describes results of an experimental and analytical research investigation to evaluate infrared thermography as an NDE tool to locate structural damages which are not easily located by visual examination. Also discussed are possible applications to aluminum structures.

N80-17506# Aeronautical Research Labs., Wright-Patterson AFB,

THE FRACTURE OF A PARACHUTE HOOK: A CASE STUDY OF THE ROLE OF MATERIALS PARAMETERS IN RELIABIL-ITY ANALYSIS

L. R. F. Rose and B. J. Wicks 1979 28 p refs (ARL-MAT-Note-125; AR-001-591) Avail: NTIS HC A03/MF A01

A detailed analysis of the risk of failure for the particular case of a parachute hook is used to illustrate what information is required for that purpose, how much of it is readily available, and in what areas further research is needed. The analysis relies on the use of a full scale test to identify the mode of failure and hence the relevant strength parameter. It is concluded that an important role of materials research is to provide an understanding of the factors which can affect mechanical properties, so that the characteristics of the relevant population of structures or components may be more precisely defined, and the variability in strength which can be expected in service may be estimated. A number of topics for further research are discussed, but the practical value of this research will depend on the precision of the results obtained and this cannot be determined beforehand.

N80-17508# National Aerospace Lab., Amsterdam (Netherlands). ADDITIONAL INFORMATION ABOUT FALSTAFF

J. B. DeJonge 6 Dec. 1979 13 p refs ICAF-1133) (NLR-TR-79056-U:

HC A02/MF A01

NTIS

The defining properties are described for a standard load sequence considered representative of the load time history in the lower wing skin near the wing root of a fighter aircraft. The complete FALSTAFF sequence of numbers, ranging from 1 to 32, represents 200 'flights', and consists of 35966 numbers equally distributed over peaks and troughs. The program does not define the way, both with regard to shape and time, in which the load varies between a trough and a peak. The complete Markov-matrix plus tabulations and level crossings pertaining to the FALSTAFF-sequence are presented.

N80-17509# Boeing Co., Wichita, Kans.

EVALUATION OF THE CRACK GAGE CONCEPT FOR MONITORING AICRAFT FLAW GROWTH POTENTIAL. VOLUME 2 Final Report, 1 Jul. 1977 - 1 Dec. 1978 Gary G. Cassatt Jun. 1979 262 p

(Contract F33615-77-C-5023)

(AD-A076320: AFML-TR-79-4037-Vol-2) Avail: HC A12/MF A01 CSCL 01/3

The results of a test program to evaluate the ability of a bonded-on precracked coupon to monitor the growth of flaws in the basic structure are included. All testing utilized 7075-T651 aluminum from a single plate. Both constant thickness and stepped crack gages were evaluated. Evaluation of a wide range of sensitivity in crack gage crack growth response was made. Structure flaws of (1) corner flaw at a hole, (2) through flaw at a hole, and (3) center notch flaw were evaluated. The cyclic test loading included constant amplitude of two R ratios and three representative aircraft usage flight profiles. Strain gage instrumentation was used to measure structure stresses and load transferred into the crack gages. GRA

N80-17510# Boeing Co., Wichita, Kans.
EVALUATION OF THE CRACK GAGE CONCEPT FOR MONITORING AIRCRAFT FLAW GROWTH POTENTIAL VOLUME 1. TECHNICAL DISCUSSION Final Report, 1 Jul. 1977 - 1 Dec. 1978

Gary G. Cassatt Jun. 1979 112 p refs (Contract F33615-77-C-5073)

(AD-A076421; AFML-TR-4037 HC A06/MF A01 CSCL 01/3 Vol-1) NTIS Avail:

The results of a test program to evaluate the ability of a bonded on precracked coupon to monitor the growth of flaws in the basic structure are included. All testing utilized 7075-T651 aluminum from a single plate. Both constant thickness and stepped crack gages were evaluated. Evaluation of a wide range of sensitivity in crack gage crack growth response was made. Structure flaws of, (1) corner flaw at a hole, (2) through flaws at a hole and (3) center notch flaw were evaluated. The cyclic test loading included constant amplitude of two R ratios and three representative aircraft usage flight profiles. Strain gage instrumentation was used to measure structure stresses and load transferred into the crack gages.

N80-17518# Technische Hochschule, Aachen (West Germany). Inst. fuer Luft u. Raumfahrt.

COLLECTION AND ANALYSIS OF IN SERVICE FLIGHT HISTORIES OF THE INITIATION OF FATIGUE DAMAGE [SAMMLUNG UND ANALYSE VON IM BETRIEB VON LUFTFAFR ZEUGEN AUFGETRETENEN ERMUEDUNGS-SCHAEDEN]

H. Huth and D. Schuetz Bonn Dokzewtow Apr. 1979 36 p refs In GERMAN; ENGLISH summary Sponsored by Bundesmin. der Verteidigung

(Contract T/RF43/RF-430/51038)

(BMVG-FBWT-79-10) Avail: NTIS HC A03/MF A01; Dokzentbw.

In-service aircraft failure histories are evaluated in order to show weak points of design and causes of early fatigue inititation. The distribution and frequency of fatigue cracks in the different structural components show that the main problem is in the joints. The crack lengths of service and test failures at the time of detection are also evaluated. The principal causes of damage are found to be excessive load transfer, double stress concentration, design stress, induced deflections, secondary bending, sharp edge, open hole, and production defects. These causes are explained using examples taken from the collection of cracks.

Author (ESA)

N80-17519# Laboratorium fuer Betriebsfestigkeit, Darmstadt (West Germany).

ON THE FATIGUE LIFE EVALUATION OF JOINTED SPECIMENS UNDERGOING LOAD TRANSFER WITH REGARD TO STRESS CONCENTRATION | ZUR LEBENS-DAUERABSCHAETZUNG VON FUEGUNGEN MIT SCHUB-BEANSPRUCHTEN BEFESTIGUNGSELEMENTEN UNTER BERUECKSICHTIGUNG DER LASTUEBERTRAGUNG

J. Franz and D. Schuetz Bonn Dokzentbw Apr. 1979 96 p. refs In GERMAN, ENGLISH summary Sponsored by Bundesmin. der Verteidigung

(Contract T/RF-43/RF-430/51038)

(BMVG-FBWT-79-11) Avail: NTIS HC A05/MF A01: Dokzentbw, DM 30

The methods of fatigue life evaluation for jointed parts in aircraft structures show great uncertainties, a fact which is indicated by the numerous and in many cases early occurences of fatigue failures in such components. These uncertainties are caused by the insufficient consideration of important parameters, which influence fatigue life decisively, during the design phase. The influence of two parameters, load transfer, and secondary bending stresses, on the fatigue life of jointed specimens were investigated. Results show that for the performance of a reliable fatigue life evaluation, it is important to determine the load transfer and the secondary bending stresses either theoretically or experimentally (as in the case of an already existing construction). If load transfer, and secondary bending stresses are known, more detailed methods are applicable for fatigue life evaluation which enables a more optimal design of joints to be made in consideration of fatigue. Author (ESA)

N80-17521# Royal Aircraft Establishment, Farnborough (England). Structures Dept.

ON INTERFACING STRUCTURAL INFORMATION AND LOADING DATA IN AEROELASTIC ANALYSIS

Dorothy Holford and J. C. Copley London HMSO May 1977 86 p refs Supersedes RAE-TR-77-074; ARC-37619 (ARC-R/M-3833; ISBN-0-11-471166-6; BR68824;

RAE-TR-77-074; ARC-37619) Avail: NTIS HC A05/MF A01;

HSMO £8.00; PHI

A systematic means of interfacing structural and loading information in aeroelastic analyses is developed and a computer implementation, with particular application to plate-like structures, is described. Various numerical examples of the use of the method are given, and the overall accuracy of the procedure advocated is critically examined. The proposed FORTRAN subroutine produces a flexibility matrix which purports to relate either displacement or a spatial derivative of displacement at a set of points to loads at a second set of points. Results show that so long as the displacements, as calculated from the derived matrix, do not resemble those of an eigenvector of that matrix which is associated with a relatively low flexibility (viewed in relation to the number and distribution of points in the two sets) then they are likely to be of an acceptable accuracy.

Author (ESA)

N80-17824# George Washington Univ., Washington, D. C. School of Engineering and Applied Science.

RESEARCH ON HELICOPTER ROTOR NOISE Final Report, 1 Jun. 1976 - 30 Sep. 1979

H. Liebowitz and F. Farassat Oct. 1979 13 p refs (Grants DAAG29-78-G-0152; DAAG29-76-G-0259) (AD-A075259; ARO-13517.3-EX)

HC A02/MF A01 CSCL 20/1

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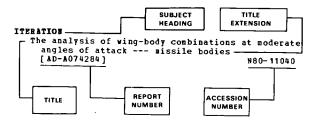
This report summarizes the results of studies in the following areas: (1) applications of generalized functions to aeroacoustics and aerodynamic problems, (2) bounds on thickness and loading noise of rotating blades and the effects of blade sweep on reduction of the noise of rotating blades, (3) study of nonlinear effects relevant to the rotor noise problem and (4) computational aspects of high speed rotor noise.

SUBJECT INDEX

AERONAUTICAL ENGINEERING / A Continuing Bibliography (Suppl. 122)

MAY 1980

Typical Subject Index Listing



The title is used to provide a description of the subject matter. When the title is insufficiently descriptive of the document content, a title extension is added, separated from the title by three hyphens. The NASA or AIAA accession number is included in each entry to assist the user in locating the abstract in the abstract section of this supplement. If applicable, a report number is also included as an aid in identifying the document.

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Δ	
A-10 AIRCRAFT	
The A-10 and design-to-cost: How well did	
[AD-A075437]	N80-17065
ACCELEROMETERS	
The accelerometer methods of obtaining airc	craft
performance from flight test data dynamic	C
performance testing	
[AD-A075226]	N80-17066
ACCEPTABILITY	
Field impact evaluation report on the Elec-	tronic
Tabular Display Subsystem (ETABS)	
[AD-A078848]	N80-17357
ACCIDENT PREVENTION	
Collision avoidance systems. A bibliograph	ny with
abstracts	-
[NTIS/PS-79/0960/9]	N80-16053
ACOUSTIC ATTENUATION	
Aircraft noise assessment	
	A80-22147
The reduction of dynamic interference by	
sound-absorbing walls in the RAE 3 foot	ind
tunnel	
[ARC-R/M-3837]	N80-17093
The use of sound absorbing walls to reduce	dynamic
interference in wind tunnels	dinamic
[ARC-R/M-3831]	N80-17096
ACOUSTIC EXCITATION	100-17030
A study of production and stimulated emissi	on of
sound by vortex flows	OH OL
Sound by voltex 11005	A80-23903
ACOUSTIC FATIGUE	MOU-23903
Selected topics from the structural acousti	
program for the B-1 aircraft	cs
	W00 47000
ACOUSTIC MEASUREMENTS	N80-17299
Ground run-up noise control facilities for	CIAIT
aircraft: A survey	
[AD-A075348]	N80-16067
ACOUSTICS	
Core noise investigation of the CF6-50 turk	ofan
engine	
[NASA-CR-159598]	N80-16061
Core noise investigation of the CF6-50 turb	ofan
engine	
[NASA-CR-159749]	N80-16062
ADAPTIVE CONTROL	
Synthesis of an adaptive flight control sys	tem
with an observer	
	A80-22578

	C	ntı	col	li	ng .	adap	tive	an	tenn	a ar	rays	with	the	
		sai	ıpı	.e	mat.	LIX	11146	ersı	on a	lgor	ithm		480-	23283
	Ex	pei	i	en	ts	for.	the	red	ucti	on c	f wi	nd tun	nel wa	11
		LUI	ter	07	ren 655	ce b 51	y ac	lapt	1 v e-	wall	. tec	hnolog		17088
DE		SIVE	3 B	ON.	DIN	G								
	T€	chi	101	og	y o	fad	hesi	ive	bond	ing.	of a	ircraf	t part:	5
		boo	ıcı ok	re	V1S	ed a	nd e	enla	rged	edi	tion,	/	Russia	1
													A80-2	23066
EB		COL				rnet	1170	a nd	nne	+024	W DE		a	
		tra	il	in	g e	lges	of	air	foil	s	as	aeroa	s at cousti	3
		sou	ınd	g	ene	rato	rs							
	A	ray	-t	he	OFY	app	roac	h f	or h	iah-	freat	iency	A80-2	23900
		enç	jin	e-:	inta	ake	nois	se .						
BR	OD	YNA	MI	C i	BRAI	KES							A80-2	23916
							aero	сар	ture	for	plan	etary	missio	ns
PR						RACT					,		A80-2	21228
	Ca	1cu	la	tio	on o	of t	he a	ero	dyna	mic	chara	cteri	stics o	of
		an	ai	rc	rafi	t at	sup	ers	onic	spe	eds	•		
	Ca	1cu	1a	tio	on o	of t	he f	low	pas	t a	v 5 od	of ar	A80-2 hitrary	1255
		con	fi	gui	rati	ion,	BO V	ing	in	an i	deal	fluid	bitrary above	a
		fla	t	sui	cfac	C.P.								
	De	ter	mi	nat	tion	of	the	ae	cody	nami	c cha	racte	A80-2 ristics	:
		of	a	fli	ight	. vei	hicl	e f	com .	on bo	ard m	ıeaşur	ement d	lata
	Se	1ec	ti	ng	the	op:	tima	1 9	eone	tric	al tw	ist o	A80-2 fan	1293
		air	cr	aft	t Wi	ing		-						
	Dе	1ta	w	inc	ı of	op:	tima	1 0	onfi.	пога	tion	in su	A80-2 personi	1301
		flo	¥		•	•				,	· ,	54		
	Сa	1cu	1a	tic	מ מכ	of t	he s	ne:	CSOD	ic f	low r	.ac+ a	A80-2 winged	1341
		bie	11	ipt	ica	il b	od y	upu.			ron b	Jast a	wingeo	•
	Сa	len	1 = -	+ i c	. .	ıf c	2 10 0	205	Ann				A80-2 istics	1342
		a r	Te:	X 7.1	ole	airo	craf	t b	an,	inf	luenc	e coe	istics fficien	or t.
		met	ho	đ										
	םו	f1u	en	ce	of	the	lea	dine	ı-ede	је р	lanfo	orm on	180-2	1343
		hyp	er	son	ic	flo	. OA	er a	SDA	11-	aspec	t-rat	io wing	
													A80-2 and de	1349
			В	ook	. 9	u_u		a.r.ı	.pra.	ie b	er tor	шансе	ана че	sign
	۰.	mnn	+ = 1	. i o	ın a 1	aná		mn] i	e i n		. 7	1 4	A80-2	1876
		of	tra	ans	oni	. аш С wi	ing-	fuse	lage	2 - py	aryti lon-s	tore	reatmen	t
		ınt	era	act	ion	s			-	••				
	Тh	e a Fwr	AA tr:	PA 1Ct	ure	80- -fre	-012 ee t	/] hrus	t-đơ	ou b1	ina o	fine	A80-2 ect-lik	3013
		aır	cra	1ft	-	The	pos	sibi	lity	7 of	usin	.g		E
		ins	eci hn	t-f	lig	ht / cale	thr.	ust-	flic	ght/	on a	large	9	
													A80-2	3371
	In	ves	ti	gat	ion	of	gro	und	effe	cts	on 1	arge a	and sma	11
		con	ie fic	nur	ati	S OI On	a	thre	e ta	in V,	/STOL	aircı	raft'	
_		[NA	SA-	-CR	- 15	2240							N80-1	6030
1	M 1 !	nd- aer	tur od:	ne	1/f	ligh cha	t c	orre	lati	on s	study	of	flexibl	_
		sup	ers	SOD	ic	crui	se .	airr	lane	(X)	B-701) 2:		
		Ext.	rap	001	ati	on o	f w	ind-	tunn	el d	lata	to ful	ll-scal	е
					ns -15	15]							N80-1	6032
:	rh (e a	erc	dу	nam	ics	of	a je	t ir	ac	cross	flow		
	ı	AD.	- A(116	375	j							N80-1	6034

AERODYNAMIC COEPFICIENTS SUBJECT INDEX

Summary of theoretical and experimental	los of	A study of production and stimulated emiss: sound by wortex flows	ion of
investigations of vortex lift at high ang attack		Theory of cross-spectral densities of jet	A80-23903
Parameter identification of flexible flight	N80-16037		A80-23909
vehicles assuming a low-reduced-frequency aerodynamic representation		Excess noise from supersonic underexpanded flight. I	
Comparison of analytical and flight test	N80-16054	Research on helicopter rotor noise	A80-23923
identified aerodynamic derivatives for a tandem-rotor transport helicopter		[AD-A075259] AERODYNAMIC STABILITY	N80-17824
[NASA-TP-1581] Initial study of the response of an aircraf	N80-17060	Maximum likelihood identification of aircraparameters with unsteady aerodynamic mod	
lateral gusts	N80-17084	AERODYNAMIC STALLING	N80-16027
AERODYHAMIC COEFFICIENTS		A spin-recovery parachute system for light	general
Calculation of the coefficient of secondary in an axial compressor stage		aviation airplanes	A80-21122
A comparison of calculated and experimental	A80-21332 lift	APRODYNAMICS The interaction of three shock waves	
and pressure distributions for several helicopter rotor sections		Fiscal year 1979 scientific and technical	A80-21313 reports,
[NASA-TH-81160]	N80-16036	articles, papers and presentations [NASA-TM-78250]	N80-17014
AERODYNAMIC CONFIGURATIONS Aerodynamic-structural analysis of dual bla	ded	AEROELASTICITY	_
helicopter systems [NASA-CR-162754]	N80-17061	Characterization of graphite/epoxy laminat aeroelastic tailoring	
Possibility of the onset of self-oscillation	ons in	A nonlinear problem of static aeroelastici	
cylindrical bodies situated in longitudin liquid or gas flows in the case of crisis	al	A panel method for calculating the loads a	A80-21264 cting on
Airfoil with minimum relaxation drag	A80-21298	a wing that performs harmonic oscillatio subsonic flow	ns in
	A80-22914	The relationship between the critical reve	A80-21272 rsal and
light aircraft		divergence speeds for a straight wing	A80-21310
AERODYNAMIC FORCES	A80-23307	Calculation of some aerodynamic characteri	stics of
Evaluation of the kernel of an integral equation for a wing performing harmonic oscillation	nation ons in	a flexible aircraft by an influence coef method	
subsonic flow	A80-21296	Parameter identification of flexible fligh	
Centrifugal forces on a thin wing in hypers flight at large angles of attack	sonic	<pre>vehicles assuming a low-reduced-frequenc aerodynamic representation</pre>	
AERODYNAMIC HEATING	A80-21315	Synthesis of unsteady aerodynamic problems	N80-16054
Thermostructural analyses of structural con	ncepts	concerning helicopters [AAAF-NT-79-19]	N80-17035
for hypersonic cruise vehicles [AIAA PAPER 80-0407]	A80-23950	On interfacing structural information and data in aeroelastic analysis using c	loading
APRODYNAMIC INTERPERENCE A perturbation theory of two-dimensional tr	ansonic	techniques	
 wind tunnel wall interference [AD-A071167] 	N80-17092	[ARC-R/M-3833] ABRONAUTICAL BUGINEERING	N80-17521
The reduction of dynamic interference by sound-absorbing walls in the RAE 3 foot was a sound-absorbing walls in the RAE 3.	wind	The process of chemical milling in machini aircraft structures	
tunnel [ARC-R/M-3837]	N80-17093	History of Soviet aircraft design to 1938:	A80-21676 Notes
AERODYNAMIC LOADS Propeller slipstream/wing interaction in the		toward a history of aircraft production revised and enlarged edition/ Russia	/2nd
transonic regime		Fiscal year 1979 scientific and technical	A80-22839
[AIAA PAPER 80-0125] Means for controlling aerodynamically induced	A80-22733 ced twist	articles, papers and presentations	
equipment to control twisting of slew wings due to aerodynamic loads		[NASA-TM-78250] AERONOMY	N80-17014
[NASA-CASE-LAR-12175-1] Expanded study of feasibility of measuring	ห80-16055	Circumpolar measurements of ozone, particl carbon monoxide from a commercial airling	ner .
in-flight 747/JT9D loads, performance, clearance, and thermal data		AEROSOLS	A80-21460
[NASA-CR-159717] Accuracy of hydrofoil loading predictions	N80-16063	Circumpolar measurements of ozone, particl carbon monoxide from a commercial airling	
from a lifting-surface computer program	N80-16233	AEROSPACE ENGINEERING	A80-21460
[AD-A074702] Theoretical analysis of the transient response		Composites for aerospace applications	A80-21127
a wing to non-stationary buffet loads [AD-A073702]	N80-17083	A rotor supported without contact - Theory	
On interfacing structural information and data in aeroelastic analysis using c	omputer Loading	application	A80-23980
techniques [ARC-R/M-3833]	N80-17521	Materials and structures research scientification report, 1978	
ABRODYNAMIC NOISE Noise generation by a lifting wing/flap		AEROSPACE VEHICLES	N80-17143
combination at Reynolds numbers to 2.8 x the 6th	10 to	Introduction to aerospace technology F	Russian
[AIAA PAPER 80-0035] Investigation of trailing-edge noise	A80-22729	AEROSPACEPLANES	A80-23080
Modelling low Mach number noise	A80-23901	Development of a program for controlling to of bank of an orbital aircraft during en	
addealing for hear number notice	A80-23902	the atmosphere	A80-21279

SUBJECT INDEL AIRCRAFT CONFIGURATIONS

1 BWERDONIEC			
APTERBODIES		The Aircraft Reply and Interference Environ	ament
Separated and nonseparated turbulent flows	about	Simulator (ARIES). Volume 2: Appendice	
axisymmetric nozzle afterbodies. Part 1:		principles of operation	
Detailed surface measurements		f AD-A0744821	N80-16045
[AD-A077144]	N80-17032	Evaluation of the potential for reduced	
AIR BREATHING ENGINES		longitudinal spacing on final approach	
Unsteady transonic flows in a two-dimension	ia 1	[AD-A076434]	N80-16049
diffuser air breathing engines		Report of the PAA task force on aircraft	100 10045
[AD-A075261]	N80-17033	separation assurance. Volume 1: Execut.	i 70
	100 17033		rve
AIR CARGO		Summary	1100 1C0E0
Cargo generation forecasting models	WOO 47000	[AD-A075352]	N80-16050
[AD-A076136]	N80-17044	Deformographics: High-resolution projecti	
Airport activity statistics of certificated	route	display development for air traffic cont	col
air carriers		purposes	
[AD-A076194]	N80-17089	[AD-A078023]	N80-17051
AIR CONDITIONING EQUIPMENT		Airborne evaluation of the production AN/A	
Investigation into the reliability of various	us	Loran-C navigator HH-3 and HH-52 air	craft
fuel, hydraulic and air conditioning com	onents	flights	
in military aircraft		[AD-A075484]	N80-17057
_	A80-21240	Field impact evaluation report on the Elec	tronic
AIR COOLING		Tabular Display Subsystem (ETABS)	
High temperature radial turbine demonstrati	on	[AD-A078848]	N80-17357
[AIAA PAPER 80-0301]	A80-22749	AIR TRANSPORTATION	
Effects of design parameters on cooling air		Toward new small transports for commuter a	irlines
requirement in a gas turbine combustor		Total act Budil Classforts for Commuter a	A80-21224
	N80-17072	Cafoty of liquid bydrogon in air transposet	
[LOG-C3797]		Safety of liquid hydrogen in air transport	
Effects of a ceramic coating on metal tempe	latures	[LA-UR-79-1416]	N80-16236
of an air-cooled turbine vane	WOA 47307	AIRBORNE EQUIPMENT	
[NASA-TP-1598]	N80-17397	Airborne radar - Evolution and diversifica	
AIR CUSHION LANDING SYSTEMS			A80-24382
<pre>JEFF(A) mixed-flow model fan performance</pre>		Summary of aircraft results for 1978 south	
optimization		Virginia urban plume measurement study o	f ozone,
[AD-A074571]	N80-16234	nitrogen oxides, and methane	
AIR DEFENSE		[NASA-TM-80146]	N80-16575
Systems analysis for planning of air fleets	and	AIRCRAFT ACCIDENTS	
maintenance facilities		Human factors in aircraft accidents	
	A80-21935	•	A80-21970
AIR FLOW		General aviation airplane structural	
Effects of design parameters on cooling air	-	crashworthiness user's manual. Volume 2	:
requirement in a gas turbine combustor		Input-output, techniques and application	
[LOG-C3797]	N80-17072	[AD-A075949]	N80-17042
AIR NAVIGATION	100 17072	Accident data systems study requirements a	
Navigation systems for modern aircraft		for a FAA accident data system	adiata
Mavigation Systems for modern afforatt	A80-21965	[AD-A075611]	N80-17043
North Atlantic MNDC 1000 Winimum	A00 21703	AIRCRAFT ANTENNAS	HOU- 17043
North Atlantic MNPS 1980 Minimum			• .
Navigation Performance Specifications	100 00303	Controlling adaptive antenna arrays with t	ne
	A80-24383	sample matrix inversion algorithm	
Airborne evaluation of the production AN/AI			A80-23283
Loran-C navigator HH-3 and HH-52 airc	raft	Measurement of radiation patterns of aircr	aft
flights		antennas in non-steady flight	
[AD-A075484]	N80-17057	[NLR-TR-78018-U]	N80-17348
AIR POLLUTION		AIRCRAFT BRAKES	
Circumpolar measurements of ozone, particle		Design and engineering of carbon brakes	
carbon monoxide from a commercial airline	er .		A80-22271
	A80-21460	AIRCRAFT CARRIERS	
		011-+16 3-+116+	
Air pollution from aircraft		compliation of data covering aliciait serv	
Air pollution from aircraft [NASA-CR-159712]	N80-16060	Compilation of data covering aircraft serv facilities aboard aviation and amphibiou	icing
[NASA-CR-159712]	N80-16060 in an	facilities aboard aviation and amphibiou	icing
[NASA-CR-159712] Measurements of jet dispersions simulated i		facilities aboard aviation and amphibiou aviation ships	icing s
[NASA-CR-159712] Measurements of jet dispersions simulated is aeronautical wind tunnel	in an	facilities aboard aviation and amphibiou aviation ships [AD-A076443]	icing
[NASA-CR-159712] Beasurements of jet dispersions simulated : aeronautical wind tunnel [AD-A076578]		facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION	icing s N80-17022
[NASA-CR-159712] Beasurements of jet dispersions simulated a aeronautical wind tunnel [AD-A076578] AIR QUALITY	in an N80-17401	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu	icing s N80-17022
[NASA-CR-159712] Measurements of jet dispersions simulated : aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south	in an N80-17401 eastern	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION	icing s N80-17022 rbance
[NASA-CR-159712] Measurements of jet dispersions simulated is aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south virginia urban plume measurement study of	in an N80-17401 eastern	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distuon aircraft-to-satellite communications	icing s N80-17022
[NASA-CR-159712] Beasurements of jet dispersions simulated is aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study of nitrogen oxides, and methane	in an N80-17401 eastern f ozone,	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAPT COMPARTMENTS	icing s N80-17022 rbance
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146]	in an N80-17401 eastern	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distuon aircraft-to-satellite communications	icing s N80-17022 rbance A80-22103
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC	in an N80-17401 eastern f ozone, N80-16575	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin	icing s N80-17022 rbance
[NASA-CR-159712] Measurements of jet dispersions simulated is aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south virginia urban plume measurement study on nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated	in an N80-17401 eastern f ozone, N80-16575	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT CONFIGURATIONS	icing s N80-17022 rbance A80-22103
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers	in an N80-17401 eastern f ozone, N80-16575 l route	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distuon aircraft-to-satellite communications AIRCRAPT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAPT COMPIGURATIONS A spin-recovery parachute system for light	icing s N80-17022 rbance A80-22103
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAPFIC Airport activity statistics of certificated air carriers [AD-A076194]	in an N80-17401 eastern f ozone, N80-16575	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT CONFIGURATIONS	icing s N80-17022 rbance A80-22103 A80-23799 general
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL	in an N80-17401 eastern f ozone, N80-16575 1 route N80-17089	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT CONFIGURATIONS A spin-recovery parachute system for light aviation airplanes	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL A multiple transfer function model for air	in an N80-17401 eastern f ozone, N80-16575 1 route N80-17089	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distuon aircraft-to-satellite communications AIRCRAPT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAPT COMPIGURATIONS A spin-recovery parachute system for light	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL	in an N80-17401 eastern f ozone, N80-16575 1 route N80-17089	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT CONFIGURATIONS A spin-recovery parachute system for light aviation airplanes	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL A multiple transfer function model for air	in an N80-17401 eastern f ozone, N80-16575 1 route N80-17089	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT CONFIGURATIONS A spin-recovery parachute system for light aviation airplanes	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL A multiple transfer function model for air	in an N80-17401 eastern f ozone, N80-16575 i route N80-17089 traffic	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT CONFIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TM-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC CONTROL A multiple transfer function model for air control systems	in an N80-17401 eastern f ozone, N80-16575 i route N80-17089 traffic	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT COMFIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects	in an N80-17401 eastern f ozone, N80-16575 i route N80-17089 traffic A80-21887	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAPT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAPT CONFIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TM-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control systems	in an N80-17401 eastern f ozone, N80-16575 i route N80-17089 traffic A80-21887	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT COMFIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190]	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects	in an N80-17401 eastern f ozone, N80-16575 i route N80-17089 traffic A80-21887 A80-21966 as - The	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAPT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAPT COMPIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] Research programs in general aviation - Ne	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC CONTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control system present situation and future tendencies	in an N80-17401 eastern f ozone, N80-16575 i route N80-17089 traffic A80-21887	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT COMFIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190]	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TM-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control systems	in an N80-17401 eastern f ozone, N80-16575 il route N80-17089 traffic A80-21887 A80-21966 as - The A80-21967	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT CONFIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] Research programs in general aviation - Ne generation aircraft	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897 A80-22740 xt A80-22983
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control system present situation and future tendencies Aircraft collisions	in an N80-17401 eastern f ozone, N80-16575 i route N80-17089 traffic A80-21887 A80-21966 as - The	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAPT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAPT COMPIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [ATAA PAPER 80-0190] Research programs in general aviation - Ne generation aircraft The potential for development of high perf	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897 A80-22740 xt A80-22983
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC CONTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control system present situation and future tendencies Aircraft collisions Air traffic control/full beacon collision	in an N80-17401 eastern f ozone, N80-16575 il route N80-17089 traffic A80-21887 A80-21966 as - The A80-21967	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT CONFIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] Research programs in general aviation - Ne generation aircraft	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897 A80-22740 xt A80-22983 ormance
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control system present situation and future tendencies Aircraft collisions Air traffic control/full beacon collision avoidance system, Knoxville simulation	in an N80-17401 eastern f ozone, N80-16575 il route N80-17089 traffic A80-21887 A80-21966 as - The A80-21967 A80-24027	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT COMPIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] Research programs in general aviation - Ne generation aircraft The potential for development of high perf light aircraft	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897 A80-22740 xt A80-22983
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study on nitrogen oxides, and methane [NASA-TR-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC CONTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control system present situation and future tendencies Aircraft collisions Air traffic control/full beacon collision avoidance system, Knoxville simulation [AD-A074555]	in an N80-17401 eastern f ozone, N80-16575 il route N80-17089 traffic A80-21887 A80-21966 ns - The A80-21967 A80-24027	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT COMPIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [ATAA PAPER 80-0190] Research programs in general aviation - Ne generation aircraft The potential for development of high perf light aircraft Advanced strategic aircraft concepts	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897 A80-22740 xt A80-22983 ormance A80-23307
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC CONTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control system present situation and future tendencies Aircraft collisions Air traffic control/full beacon collision avoidance system, Knoxville simulation [AD-A074555] The Aircraft Reply and Interference Environ	in an N80-17401 eastern f ozone, N80-16575 d route N80-17089 traffic A80-21887 A80-21966 ns - The A80-21967 A80-24027	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distute on aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT COMPIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] Research programs in general aviation - Ne generation aircraft The potential for development of high perflight aircraft Advanced strategic aircraft concepts [AIAA PAPER 80-0188]	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-22740 xt A80-22983 ormance A80-23307 A80-23940
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAPFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAPFIC COMTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control system present situation and future tendencies Aircraft collisions Air traffic control/full beacon collision avoidance system, Knoxville simulation [AD-A074555] The Aircraft Reply and Interference Environ Simulator (ARIES). Volume 1: Principles	in an N80-17401 eastern f ozone, N80-16575 d route N80-17089 traffic A80-21887 A80-21966 ns - The A80-21967 A80-24027	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAPT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAPT COMPIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] Research programs in general aviation - Ne generation aircraft The potential for development of high perf light aircraft Advanced strategic aircraft concepts [AIAA PAPER 80-0188] Investigation of ground effects on large a	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897 A80-22740 xt A80-23307 A80-23307 A80-23307
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAFFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAFFIC COMTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control system present situation and future tendencies Aircraft collisions Air traffic control/full beacon collision avoidance system, Knoxville simulation [AD-A074555] The Aircraft Reply and Interference Envirol Simulator (ARIES). Volume 1: Principles operation	in an N80-17401 eastern f ozone, N80-16575 il route N80-17089 traffic A80-21887 A80-21966 as - The A80-21967 A80-24027 N80-16043 ment s of	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAFT COMMUNICATION The effect of equatorial ionospheric distuon aircraft-to-satellite communications AIRCRAFT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAFT COMPIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] Research programs in general aviation - Ne generation aircraft The potential for development of high perf light aircraft Advanced strategic aircraft concepts [AIAA PAPER 80-0188] Investigation of ground effects on large a scale models of a three fan V/STOL aircr	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897 A80-22740 xt A80-23307 A80-23307 A80-23307
[NASA-CR-159712] Measurements of jet dispersions simulated aeronautical wind tunnel [AD-A076578] AIR QUALITY Summary of aircraft results for 1978 south Virginia urban plume measurement study or nitrogen oxides, and methane [NASA-TH-80146] AIR TRAPFIC Airport activity statistics of certificated air carriers [AD-A076194] AIR TRAPFIC COMTROL A multiple transfer function model for air control systems Air traffic control - Italian prospects The evolution of air traffic control system present situation and future tendencies Aircraft collisions Air traffic control/full beacon collision avoidance system, Knoxville simulation [AD-A074555] The Aircraft Reply and Interference Environ Simulator (ARIES). Volume 1: Principles	in an N80-17401 eastern f ozone, N80-16575 d route N80-17089 traffic A80-21887 A80-21966 ns - The A80-21967 A80-24027	facilities aboard aviation and amphibiou aviation ships [AD-A076443] AIRCRAPT COMMUNICATION The effect of equatorial ionospheric distu on aircraft-to-satellite communications AIRCRAPT COMPARTMENTS Safety and comfort - The airliner cabin AIRCRAPT COMPIGURATIONS A spin-recovery parachute system for light aviation airplanes Advanced flight controls for transport air The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] Research programs in general aviation - Ne generation aircraft The potential for development of high perf light aircraft Advanced strategic aircraft concepts [AIAA PAPER 80-0188] Investigation of ground effects on large a	icing s N80-17022 rbance A80-22103 A80-23799 general A80-21122 craft A80-21897 A80-22983 ormance A80-23307 A80-23940 nd small

SUBJECT INDEX

AIRCRAFT CONSTRUCTION MATERIALS	Design for continuing structural integrity of
Design and engineering of carbon brakes A80-22271	commercial aircraft A80-24138
Variations in crack growth rate behavior A80-23858	Technological forecasting-aircraft design. Citations from the International Aerospace
Thermostructural analyses of structural concepts for hypersonic cruise vehicles	Abstracts data base [NTIS/PS-79/1017/7] N80-16057
[AIAA PAPER 80-0407] A80-23950 Composite components under impact load and effects of defects on the loading capacity Alpha Jet	The analysis of measured surface loads as a basis for the derivation of acceptable load limits for military aircraft components
tail assembly N80-16104 [NASA-TH-75351] Investigation of rapidly deployable plastic foam	[BMVG-PBWT-79-9] Aerodynamic investigation of C-141 leading edge modification for cruise drag reduction, volume 1.
systems. Volume 1: System development [AD-A076332] N80-17222	[AD-A076610] N80-17063 Collection and analysis of in service flight
AIRCRAFT CONTROL Improvement of control system dynamics of means of	histories of the initiation of fatigue damage [BMVG-PBWT-79-10] N80-17518
additional hydraulic load feedback A80-21260	AIRCHAFT ERGINES Investigation into the reliability and cost of
Synthesis of an adaptive flight control system with an observer A80-22578	ownership of the Plessey air motor servo unit - Type 306 A80-21241
Optimal design of a linear sampled data control system using round robin output feedback	Application of the discrete-phase method /DPM/ to the investigation and monitoring of aircraft
A80-24267 The influence of simulator motion wash-out filters	turbine engine blade vibrations. II A80-22724
on the performance of pilots when stabilizing aircraft attitude in turbulence	The innovative application of boost engine technology to the design of a variety of
[NLR-TR-78022-U] N80-17094 AIRCRAFT DESIGN	tactical and strategic aircraft [AIAA PAPER 80-0190] A80-22740
Small Transport Aircraft Technology A80-21225	A cooled laminated radial turbine technology demonstration
Calculation of the aerodynamic characteristics of an aircraft at supersonic speeds	[AIAA PAPER 80-0300] A80-22748 Research programs in general aviation - Next
A80-21255 Selecting the optimal geometrical twist of an	generation aircraft 180-22983
aircraft wing	Designing aircraft-engine air ducts Russian book A80-23067
Delta wing of optimal configuration in supersonic flow	Designing of the test units for aircraft engines
A80-21341 Calculation of some aerodynamic characteristics of a flexible aircraft by an influence coefficient	A80-23069 An application of model-following control A80-24248
method A80-21343	Titanium combustion in turbine engines
A practical guide to airplane performance and design Book	[AD-A075657] N80-16059 Air pollution from aircraft [NASA-CR-159712] N80-16060
A80-21876 Short haul transport for the 1990s	Some considerations of the performance of two honeycomb gas path seal material systems
A80-22046 Looking ahead in aircraft design	[NASA-TM-81398] N80-16143 AIRCRAPT EQUIPMENT
Research developments for aircraft safety	Development of lightweight transformers for airborne high power supplies
A80-22148 Principles of design of a carbon fibre composite aircraft wing	[AD-A076215] N80-17366 AIRCRAFT FURL SYSTEMS
A80-22270 Design and engineering of carbon brakes	Durability of foam insulation for LH2 fuel tanks of future subsonic transports A80-22687
A80-22271 Bell tilt-rotor - The next V/STOL	AIRCRAFT FUELS Looking ahead in aircraft design
A80-22763 History of Soviet aircraft design to 1938: Notes	A80-22146 A plan for active development of LH2 for use in
toward a history of aircraft production /2nd revised and enlarged edition/ Russian book	aircraft A80-23204
A80-22839 Designing aircraft-engine air ducts Russian book	Assessment of the flammability of aircraft hydraulic fluids
A80-23067 Methods of computer-aided aircraft design Russian book	[AD-A076512] N80-17227 AIRCRAFT HYDRAULIC SYSTEMS Investigation into the reliability of various
A80-23068 The laminar lightplane or the aircraft performance revolution is upon us	fuel, hydraulic and air conditioning components in military aircraft A80-21240
A80-23306 The shapes of things to come - An introduction to the capabilities of the British Aerospace	Advanced flight controls for transport aircraft A80-21897 AIRCRAFT INDUSTRY
Numerical Master Geometry System computer-aided design and manufacturing of	de Havilland - The changes ahead A80-23304
aerodynamic surfaces A80-23351	AIRCRAFT LANDING Approximate estimation of the least number and
Analytical and numerical studies of the effect of aircraft design parameters on the geometry of the circular transition-curve of an optimized	optimal distribution of landing airports for maneuvering hypersonic flight wehicles
transition- and climb-path for the jet-aircraft takeoff	A80-21335 Design considerations for attaining 200-knot test velocities at the aircraft landing loads and
A80-23373 Advanced strategic aircraft concepts [ATAA PAPER 80-0188] A80-23940	traction facility [NASA-TH-80096] N80-16071

Piloted flight simulation study of low-le shear, phase 4. All-weather landing sy	vel wind	T-31- 1	
engineering services support project, t	stems,	Helicopter /RSRA/ in-flight escape system - Component qualification	00 0250
[AD-A077164] AIRCRAPT HAINTENANCE	N80-17080	Safety and comfort - The airliner cabin	80-23460
Systems analysis for planning of air flee maintenance facilities		An evaluation of the ADINA finite element pr for application to aircraft overpressure	180-23799 :ogram
Ground run-up noise control facilities fo aircraft: A survey		Investigation of the crash-impact characteri	80-16056 stics
[AD-A075348] Compilation of data covering aircraft ser facilities aboard aviation and amphibio		of advanced airframe structures [AD-A075163] NAIRCRAFT SAFETY	180-17067
aviation ships [AD-A076443]	N80-17022	Research developments for aircraft safety	00 22440
AIRCRÀFT MANEUVERS The accelerometer methods of obtaining ai	rcraft	Novel approaches for alleviation of electric hazards of graphite-fiber composites	80-22148 al
performance from flight test data dynam performance testing			180-16100
[AD-A075226] SESAME: A system of equations for the si of aircraft in a modular environment	N80-17066 mulation	Accident data systems study requirements and for a FAA accident data system	_
[RAE-TR-79008]	N80-17069	Report on the PAA task force on aircraft	80-17043
Measurement of radiation patterns.of airc antennas in non-steady flight [NLR-TR-78018-0]		separation assurance. Volume 2: Concept description	
AIRCRAFT HOISE Aircraft noise assessment	N80-17348	AIRCRAFT SPECIFICATIONS	80-17050
Research plan for establishing the effect	A80-22147	The Mitsubishi Diamond I - What are its chan the current market	
varying noise exposures on community an and acceptability		The potential for development of high perfor light aircraft	80-22984 mance
[NASA-CR-159197] Selected topics from the structural acous	N80-16577		80-23307
program for the B-1 aircraft	N80-17299	Methods of computer-aided aircraft design Russian book	-
AIRCRAFT PARTS			80-23068
Technology of adhesive bonding of aircraf /2nd revised and enlarged edition/ book	Russian	Parameter sensitivity in time varying linear systems, with an application to the dynami VTOL aircraft	
The An-24 aircraft - Design and maintenan		. Initial study of the response of an aircraft	80-24257 to
revised and enlarged edition/ Russi	A80-23084		80-17084
Helicopter /RSRA/ in-flight escape system Component qualification		AIRCRAFT STRUCTURES Composites for aerospace applications	
AIRCRAFT PERFORMANCE	A80-23460	Advanced composite net-sigl1/	80-21127
The nature of aircraft and complex system reliability and maintainability charact	eristics		80-21129
A practical guide to airplane performance	A80-21239 and design	Characterization of graphite/epory laminates aeroelastic tailoring A	
			80-21130
The laminar lightplane or the aircraft pe	A80-21876 rformance	The process of chemical milling in machining aircraft structures	
The laminar lightplane or the aircraft pe revolution is upon us The accelerometer methods of obtaining ai	rformance A80-23306	aircraft structures A Composites in aircraft manufacturing - An	
revolution is upon us	rformance 180-23306 rcraft	aircraft structures A Composites in aircraft manufacturing - An impressive rise in Western Europe A	
revolution is upon us The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION	rformance A80-23306 rcraft ic N80-17066	aircraft structures A Composites in aircraft manufacturing - An impressive rise in Western Europe A Looking ahead in aircraft design A	80-21676 80-21923 80-22146
revolution is upon us The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION Production of wide-body aircraft Russ	rformance	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to comproperties	80-21676 80-21923 80-22146 posite 80-22262
revolution is upon us The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION	rformance 180-23306 rcraft ic 180-17066 ian book 180-23083 s / LEPRT/	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to comproperties Mechanical fasteners dominating aerospace aircraft and spacecraft structural joining	80-21676 80-21923 80-22146 posite 80-22262
revolution is upon us The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION Production of wide-body aircraft Russ All-Equipment Production Reliability Test for the F-15	rformance	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to comproperties Mechanical fasteners dominating aerospace aircraft and spacecraft structural joining techniques	80-21676 80-21923 80-22146 posite 80-22262
revolution is upon us The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION Production of wide-body aircraft Russ All-Bguipment Production Reliability Test	### 180-23306 ###################################	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to comproperties Mechanical fasteners dominating aerospace aircraft and spacecraft structural joining techniques Advanced strategic aircraft concepts	80-21676 80-21923 80-22146 posite 80-22262
revolution is upon us The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION Production of wide-body aircraft Russ All-Equipment Production Reliability Test for the F-15 AIRCRAFT RELIABILITY Reliability of aircraft mechanical system	### 180-23306 ###################################	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to com properties Mechanical fasteners dominating aerospace aircraft and spacecraft structural joining techniques Advanced strategic aircraft concepts [AIAA PAPER 80-0188] Thermostructural analyses of structural concepts	80-21676 80-21923 80-22146 posite 80-22262 - 80-23335 80-23940
revolution is upon us The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION Production of wide-body aircraft Russ All-Equipment Production Reliability Test for the F-15 AIRCRAFT RELIABILITY Reliability of aircraft mechanical system equipment; Proceedings of the Conference	180-23306 rcraft ic 180-17066 ian book 180-23083 s/AEPRT/ 180-23962 s and e, 180-21238 ious mponents	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to comproperties Mechanical fasteners dominating aerospace aircraft and spacecraft structural joining techniques Advanced strategic aircraft concepts [AIAA PAPER 80-0188] Thermostructural analyses of structural concepts for hypersonic cruise vehicles	80-21676 80-21923 80-22146 posite 80-22262 - 80-23335 80-23940 epts 80-23950
revolution is upon us The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION Production of wide-body aircraft Russ All-Bquipment Production Reliability Test for the F-15 AIRCRAFT RELIABILITY Reliability of aircraft mechanical system equipment; Proceedings of the Conferenc London, England, September 20, 1978 Investigation into the reliability of var fuel, hydraulic and air conditioning co	### A80-21240	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to comproperties Mechanical fasteners dominating aerospace aircraft and spacecraft structural joining techniques Advanced strategic aircraft concepts [AIAA PAPER 80-0188] Thermostructural analyses of structural concepts for hypersonic cruise vehicles [AIAA PAPER 80-0407] Vibrational modes of an aircraft simulator me system Crack-detectives foil aircraft failure	80-21676 80-21923 80-22146 posite 80-22262 - 80-23335 80-23940 epts 80-23988
revolution is upon us The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION Production of wide-body aircraft Russ All-Equipment Production Reliability Test for the F-15 AIRCRAFT RELIABILITY Reliability of aircraft mechanical system equipment; Proceedings of the Conferenc London, England, September 20, 1978 Investigation into the reliability of var fuel, hydraulic and air conditioning co in military aircraft	### A80-21238 ### A80-21238 ### A80-21238 ### A80-21238 ### A80-21238 ### A80-21240 ### A80-21750	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to comproperties Mechanical fasteners dominating aerospace aircraft and spacecraft structural joining techniques Advanced strategic aircraft concepts [AIAA PAPER 80-0188] Thermostructural analyses of structural concepts (AIAA PAPER 80-0407) Vibrational modes of an aircraft simulator me system Crack-detectives foil aircraft failure Application of random time domain analysis to	80-21676 80-21923 80-22146 posite 80-22262 - 80-23335 80-23940 epts 80-23950 otion 80-23988 80-24536
The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION Production of wide-body aircraft Russ All-Equipment Production Reliability Test for the F-15 AIRCRAFT RELIABILITY Reliability of aircraft mechanical system equipment; Proceedings of the Conferenc London, England, September 20, 1978 Investigation into the reliability of var fuel, hydraulic and air conditioning co in military aircraft Fault-surviving flight control avionics	### A80-21238 ### A80-21238 ### A80-21238 ### A80-21238 ### A80-21240 ### A80-21750 ### A80-22723 ### A80-22723 ### A80-22723 ### A80-22723 #### A80-22723 #### A80-2306	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to comproperties Mechanical fasteners dominating aerospace aircraft and spacecraft structural joining techniques Advanced strategic aircraft concepts [AIAA PAPER 80-0188] Thermostructural analyses of structural concepts (AIAA PAPER 80-0407) Vibrational modes of an aircraft simulator mesystem Crack-detectives foil aircraft failure Application of random time domain analysis to dynamic flight measurements B-1 aircraft The analysis of measured surface loads as a light measurement of the surface and surface and surface and surface are surface as a light measurement of the surface and surface are surface as a light measurement of the surface and surface are surface as a light measurement of the surfa	80-21676 80-21923 80-22146 posite 80-22262 - 80-23335 80-23940 epts 80-23950 otion 80-23988 80-24536 of the second of the second
The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION Production of wide-body aircraft Russ All-Equipment Production Reliability Test for the P-15 AIRCRAFT RELIABILITY Reliability of aircraft mechanical system equipment; Proceedings of the Conferenc London, England, September 20, 1978 Investigation into the reliability of var fuel, hydraulic and air conditioning co in military aircraft Fault-surviving flight control avionics Reliability problems in avionics Research programs in general aviation - No	### A80-21750 ### A80-21750 ### A80-21750 ### A80-21750 ### A80-21750 ### A80-21750 ### A80-22723 ### A80-22983	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to comproperties Mechanical fasteners dominating aerospace aircraft and spacecraft structural joining techniques Advanced strategic aircraft concepts [AIAA PAPER 80-0188] Thermostructural analyses of structural concepts for hypersonic cruise vehicles [AIAA PAPER 80-0407] Vibrational modes of an aircraft simulator mesystem Crack-detectives foil aircraft failure Application of random time domain analysis to dynamic flight measurements B-1 aircraft for the derivation of acceptable load liming military aircraft components [BMVG-PBWT-79-9]	80-21676 80-21923 80-22146 posite 80-22262 - 80-23335 80-23940 epts 80-23950 otion 80-23988 80-24536 oft 80-16226 basis ts for
The accelerometer methods of obtaining ai performance from flight test data dynam performance testing [AD-A075226] AIRCRAFT PRODUCTION Production of wide-body aircraft Russ All-Equipment Production Reliability Test for the P-15 AIRCRAFT RELIABILITY Reliability of aircraft mechanical system equipment; Proceedings of the Conferenc London, England, September 20, 1978 Investigation into the reliability of var fuel, hydraulic and air conditioning co in military aircraft Fault-surviving flight control avionics Reliability problems in avionics Research programs in general aviation - No generation aircraft Eethods of computer-aided aircraft design	### A80-21750 ### A80-21750 ### A80-21238 ### A80-21238 ### A80-21240 ### A80-21750 ### A80-22723 ### A80-22723 ### A80-22783 ### A80-22983 ### A80-23068	aircraft structures Composites in aircraft manufacturing - An impressive rise in Western Europe Looking ahead in aircraft design Resin matrices and their contribution to comproperties Mechanical fasteners dominating aerospace aircraft and spacecraft structural joining techniques Advanced strategic aircraft concepts [AIAA PAPER 80-0188] Thermostructural analyses of structural concept for hypersonic cruise vehicles [AIAA PAPER 80-0407] Vibrational modes of an aircraft simulator measurement system Crack-detectives foil aircraft failure Application of random time domain analysis to dynamic flight measurements B-1 aircraft failure analysis of measured surface loads as a for the derivation of acceptable load liminalitary aircraft components [BMVG-PBWT-79-9] Calculation of natural frequencies and mode of mass loaded aircraft structures	80-21676 80-21923 80-22146 posite 80-22262 - 80-23335 80-23940 epts 80-23950 otion 80-23988 80-24536 oft 80-16226 basis ts for

AIRCRAFT SURVIVABILITY SUBJECT INDEX

Aerostructure nondestructive evaluation by			
	thermal	AIRPORTS	
field techniques	NOO- 17/105	The operation of airports: Maintenance and	
[AD-A076541] Additional information about PALSTAPP	N80-17495 Fighter	/Handbook/ Russian book on maintenanc repair	e anu
aircraft loading standard for fatigue eve			A80-23088
[NLR-TR-79056-U]	N80-17508	Air traffic control/full beacon collision	
Evaluation of the crack gage concept for		avoidance system, Knoxville simulation	
monitoring aicraft flaw growth potential,			180-16043
[AD-A076320]	N80-17509	Ground run-up noise control facilities for aircraft: A survey	CIVII
AIRCRAFT SURVIVABILITY Pault-surviving flight control avionics			N80-16067
radit-surviving fright conclor avionion	A80-21750	Shrinkage-compensating cement for airport	
AIRPIELD SURFACE MOVEMENTS		pavement, phase 2	
Airport capacity and delays			N80-16197
	A80-21121	Computer study of Tulsa International Airpo	rt
Aircraft noise assessment	A80-22147	runway 17R glide slope sites [AD-A075521]	N80-17049
AIRFOIL PROFILES	A00-22147	Airport activity statistics of certificated	
Transonic flow past oscillating airfoils		air carriers	
•	A80-21233		N80-17089
Plow of a compressible fluid over an isola-	ted	ALGORITHMS	
airfoil and through a cascade	A80-21302	Controlling adaptive antenna arrays with the sample matrix inversion algorithm	e
Approximate method of determining the wave			A80-23283
a profile in the presence of a local supe		ALPHA JET AIRCRAFT	20200
region		Composite components under impact load and	effects
•	A80-21319	of defects on the loading capacity Al	pha Jet
Airfoil with minimum relaxation drag		tail assembly	maa 4640#
mb. 1i light-land on the singraft per	A80-22914	[NASA-TH-75351] ALTIMETERS	N80-16104
The laminar lightplane or the aircraft per revolution is upon us	LOTMUNCE	The role of satellite altimetry in climate	studies
16401dc10n 15 dpon as	A80-23306	[NASA-TP-1570]	N80-16676
AIRPOILS		Summary of transponder data performance	
Computations of the pitching oscillation of		of transponders and altimeters during fli	ght
64A-010 airfoil in the small disturbance		operations	N80-17048
[AIAA PAPER 80-0128] Near-wake structure and unsteady pressures	A80-23012	[AD-A075486] ALUMINUM ALLOYS	NOU- 17046
trailing edges of airfoils as aeroac		Variations in crack growth rate behavior	
sound generators			A80-23858
	A80-23900	AMBIENT TEMPERATORE	
Investigation of trailing-edge noise		Pyrotechnic delay cutters for more severe	_
Development of panel methods for subsonic	A80-23901	accelleration and temperature environment Mid-Air Retrieval System (MARS) for remot	
and design	anarysis	piloted vehicle	eri
[NASA-CR-3234]	N80-16033		A80-23462
Research on the flutter of axial turbomach		AMPHIBIOUS AIRCRAFT	
blading		Compilation of data covering aircraft servi	cina
[AD-A074597]	N80-16064	facilities aboard aviation and amphibious	
AIRFRAME MATERIALS		facilities aboard aviation and amphibious aviation ships	
AIRPRAME MATERIALS Advanced composite material applications t		facilities aboard aviation and amphibious aviation ships [AD-A076443]	
AIRFRAME MATERIALS		facilities aboard aviation and amphibious aviation ships	N80-17022
AIRPRAME MATERIALS Advanced composite material applications t	o F-14A A80-21129	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian	N80-17022 /3rd book
AIRFRAME MATERIALS Advanced composite material applications t structure Short haul transport for the 1990s	o P-14A	facilities aboard aviation and amphibious aviation'ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian	N80-17022 :/3rd
AIRFRAME MATERIALS Advanced composite material applications t structure	0 F-14A A80-21129 A80-22046	facilities aboard aviation and amphibious aviation ships [AD-A076443] AH-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian	N80-17022 /3rd book A80-23084
AIRFRAME MATERIALS Advanced composite material applications t structure Short haul transport for the 1990s Looking ahead in aircraft design	o F-14A A80-21129	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers	N80-17022 /3rd book A80-23084
AIRFRAME MATERIALS Advanced composite material applications t structure Short haul transport for the 1990s	0 F-14A A80-21129 A80-22046	facilities aboard aviation and amphibious aviation ships [AD-A076443] AH-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian	N80-17022 /3rd book A80-23084
AIRFRAME MATERIALS Advanced composite material applications t structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental	N80-17022 /3rd book A80-23084 conic
AIRPRAME MATRRIALS Advanced composite material applications t structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRPRAMES Investigation of the crash-impact characte	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang	N80-17022 /3rd book A80-23084 conic
ATRPRAME MATERIALS Advanced composite material applications t structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact characte of advanced airframe structures	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics	facilities aboard aviation and amphibious aviation ships [AD-A076443] AN-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ANGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack	N80-17022 //3rd book A80-23084 onic A80-21315 les of
ATRIPRAME MATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163]	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang	N80-17022 /3rd book A80-23084 conic
ATRPRAME MATRRIALS Advanced composite material applications t structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact characte of advanced airframe structures [AD-A075163] Composite material application to the MK12	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067	facilities aboard aviation and amphibious aviation'ships [AD-A076443] AN-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ANGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483]	N80-17022 //3rd book A80-23084 onic A80-21315 Les of N80-16037
ATRIPRAME MATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485]	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] AMTERNA ARRAYS	N80-17022 //3rd book A80-23084 conic A80-21315 les of N80-16037
ATRIPRAME MATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [ATAA PAPER 80-0188] ATRIPRAMES Investigation of the crash-impact characte of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 A RV	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] AMTERNA ARRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm	N80-17022 //3rd book A80-23084 onic A80-21315 Les of N80-16037 e A80-23283
ATRPRAME MATERIALS Advanced composite material applications t structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact characte of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potentia	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 A RV	facilities aboard aviation and amphibious aviation ships [AD-A076443] AN-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ANGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] ANTENNA ARRAIS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for	N80-17022 //3rd book A80-23084 onic A80-21315 Les of N80-16037 e A80-23283
ATRIPRAME MATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potential. Technical discussion	A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 A RV N80-17152 1 Volume	facilities aboard aviation and amphibious aviation'ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] AMTERNA ABRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems	N80-17022 //3rd book A80-23084 conic A80-21315 les of N80-16037 e A80-23283 landing
ATRIPRAME MATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [ATAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact characted of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potential 1. Technical discussion [AD-A076421]	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 A RV	facilities aboard aviation and amphibious aviation ships [AD-A076443] AN-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ANGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] ANTENNA ARRAIS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for	N80-17022 //3rd book A80-23084 onic A80-21315 Les of N80-16037 e A80-23283
ATRIPRAME MATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potential. Technical discussion	A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 ARV N80-17152 1 Volume N80-17510	facilities aboard aviation and amphibious aviation ships [AD-A076443] AB-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ABGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] ANTENNA ABRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042]	N80-17022 //3rd book A80-23084 conic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports
AIRPRAME MATERIALS Advanced composite material applications t structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRPRAMES Investigation of the crash-impact characte of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potentia 1. Technical discussion [AD-A076421] AIRLINE OPERATIONS Airport capacity and delays	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 A RV N80-17152 1 Volume N80-17510 A80-21121	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] AMTERNA ABRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] AMTERNA DESIGN Design of a wind shear detection radar for	N80-17022 //3rd book A80-23084 onic A80-21315 Les of N80-16037 e A80-23283 landing N80-16047
ATRIPRAME MATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact characte of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potentia 1. Technical discussion [AD-A076421] AIRLINE OPERATIONS	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 A RV N80-17152 1 Volume N80-17510 A80-21121 irlines	facilities aboard aviation and amphibious aviation ships [AD-A076443] AN-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ANGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] ANTENNA ARRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] ANTENNA DESIGN Design of a wind shear detection radar for Combined vibration/temperature/sideload	N80-17022 /3rd book A80-23084 onic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429
ATRIPRAME MATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact characte of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potentia 1. Technical discussion [AD-A076421] AIRLINE OPERATIONS Airport capacity and delays Toward new small transports for commuter a	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 A RV N80-17152 1 Volume N80-17510 A80-21121	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] AMTERNA ABRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] AMTERNA DESIGN Design of a wind shear detection radar for	N80-17022 /3rd book A80-23084 onic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429
AIRPRAME MATERIALS Advanced composite material applications t structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRPRAMES Investigation of the crash-impact characte of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potentia 1. Technical discussion [AD-A076421] AIRLINE OPERATIONS Airport capacity and delays	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 A RV N80-17152 1 Volume N80-17510 A80-21121 irlines	facilities aboard aviation and amphibious aviation ships [AD-A076443] AN-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ANGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] ANTENNA ARRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] ANTENNA DESIGN Design of a wind shear detection radar for Combined vibration/temperature/sideload	N80-17022 //3rd book A80-23084 conic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429
AIRPRAME NATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact characte of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potential. Technical discussion [AD-A076421] AIRLINE OPERATIONS Airport capacity and delays Toward new small transports for commuter a Airliner simulator census AIRPORT PLANNING	A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 ARV N80-17152 1 Volume N80-17510 A80-21121 irlines A80-21224	facilities aboard aviation and amphibious aviation ships [AD-A076443] AB-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ANGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] ANTENNA ARRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] ANTENNA DESIGN Design of a wind shear detection radar for Combined vibration/temperature/sideload environmental testing of UNF blade antenna anternal results and the strength of the saurement of radiation patterns of aircraft.	N80-17022 //3rd book A80-23084 onic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429 as N80-17301
AIRPRAME NATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRPRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potentia 1. Technical discussion [AD-A076421] AIRLINE OPERATIONS Airport capacity and delays Toward new small transports for commuter a Airliner simulator census	A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 A RV N80-17152 1 Volume N80-17510 A80-21121 irlines A80-21224 A80-24472	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] AMTERNA ABRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] AMTERNA DESIGN Design of a wind shear detection radar for Combined vibration/temperature/sideload environmental testing of UHF blade antennantennas in non-steady flight	N80-17022 //3rd book A80-23084 conic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429 as N80-17301 ft
AIRPRAME NATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRPRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potentia 1. Technical discussion [AD-A076421] AIRLIBE OPERATIONS Airport capacity and delays Toward new small transports for commuter a Airliner simulator census AIRPORT PLANNING Airport capacity and delays	0 F-14A A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 A RV N80-17152 1 Volume N80-17510 A80-21121 irlines A80-21224 A80-24472	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] AMTENNA ARRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] AMTENNA DESIGN Design of a wind shear detection radar for Combined vibration/temperature/sideload environmental testing of UNF blade antenna ANTENNA RADIATION PATTERNS Measurement of radiation patterns of aircrafantennas in non-steady flight [NLR-TR-78018-U]	N80-17022 //3rd book A80-23084 onic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429 as N80-17301
AIRPRAME MATERIALS Advanced composite material applications t structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRPRAMES Investigation of the crash-impact characte of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potentia 1. Technical discussion [AD-A076421] AIRLINE OPERATIONS Airport capacity and delays Toward new small transports for commuter a Airliner simulator census AIRPORT PLANNING Airport capacity and delays Approximate estimation of the least number	A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 ARV N80-17152 1 Volume N80-17510 A80-21121 irlines A80-21224 A80-24472 A80-21121 and	facilities aboard aviation and amphibious aviation ships [AD-A076443] AB-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ANGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] ANTENNA ABRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] ANTENNA DESIGN Design of a wind shear detection radar for Combined vibration/temperature/sideload environmental testing of UBF blade antenna ANTENNA RADIATION PATTERNS Measurement of radiation patterns of aircrafantennas in non-steady flight [NLR-TR-78018-U] ANTENNAS	N80-17022 //3rd book A80-23084 onic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429 as N80-17301 ft
ATRIPRAME NATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potential. Technical discussion [AD-A076421] AIRLINE OPERATIONS Airport capacity and delays Toward new small transports for commuter a Airliner simulator census AIRPORT PLANNING Airport capacity and delays Approximate estimation of the least number optimal distribution of landing airports	A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 ARV N80-17152 1 Volume N80-17510 A80-21121 irlines A80-21224 A80-24472 A80-21121 and	facilities aboard aviation and amphibious aviation ships [AD-A076443] AM-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian AMGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] AMTENNA ARRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] AMTENNA DESIGN Design of a wind shear detection radar for Combined vibration/temperature/sideload environmental testing of UNF blade antenna ANTENNA RADIATION PATTERNS Measurement of radiation patterns of aircrafantennas in non-steady flight [NLR-TR-78018-U]	N80-17022 //3rd book A80-23084 onic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429 as N80-17301 ft
ATRIPRAME MATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potential 1. Technical discussion [AD-A076421] AIRLINE OPERATIONS Airport capacity and delays Toward new small transports for commuter a Airliner simulator census AIRPORT PLANNING Airport capacity and delays Approximate estimation of the least number optimal distribution of landing airports maneuvering hypersonic flight vehicles	A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 ARV N80-17152 1 Volume N80-17510 A80-21121 irlines A80-21224 A80-24472 A80-24472 A80-21121 and for	facilities aboard aviation and amphibious aviation ships [AD-A076443] AB-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ANGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] ANTENNA ABRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] ANTENNA DESIGN Design of a wind shear detection radar for Combined vibration/temperature/sideload environmental testing of UBF blade antenna in non-steady flight [NIR-TR-78018-U] ANTENNAS Computer study of Tulsa International Airportunway 17R glide slope sites [AD-A0775521]	N80-17022 //3rd book A80-23084 onic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429 as N80-17301 ft
ATRIPRAME NATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potential. Technical discussion [AD-A076421] AIRLINE OPERATIONS Airport capacity and delays Toward new small transports for commuter a Airliner simulator census AIRPORT PLANNING Airport capacity and delays Approximate estimation of the least number optimal distribution of landing airports	A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 ARV N80-17152 1 Volume N80-17510 A80-21121 irlines A80-21224 A80-24472 A80-24472 A80-21121 and for A80-21335 airports	facilities aboard aviation and amphibious aviation ships [AD-A076443] AB-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ABGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] ANTENNA ABRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] ANTENNA DESIGN Design of a wind shear detection radar for Combined vibration/temperature/sideload environmental testing of UHF blade antenna ANTENNA RADIATION PATTERNS Measurement of radiation patterns of aircra antennas in non-steady flight [NIR-TR-78018-U] ANTENNAS Computer study of Tulsa International Airporunway 17R glide slope sites [AD-A075521] ANTIFICTION BEARINGS	N80-17022 //3rd book A80-23084 conic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429 as N80-17301 ft N80-17348 ert N80-17049
ATRIPRAME NATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potentia 1. Technical discussion [AD-A076421] AIRLIBE OPERATIONS Airport capacity and delays Toward new small transports for commuter a Airliner simulator census AIRPORT PLANNING Airport capacity and delays Approximate estimation of the least number optimal distribution of landing airports maneuvering hypersonic flight vehicles Design of a wind shear detection radar for	A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 ARV N80-17152 1 Volume N80-17510 A80-21121 irlines A80-21224 A80-24472 A80-24472 A80-21121 and for	facilities aboard aviation and amphibious aviation'ships [AD-A076443] AN-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian and the state of the state	N80-17022 //3rd book A80-23084 onic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429 as N80-17301 ft N80-17348 ort N80-17049
ATRIPRAME MATERIALS Advanced composite material applications to structure Short haul transport for the 1990s Looking ahead in aircraft design Advanced strategic aircraft concepts [AIAA PAPER 80-0188] AIRFRAMES Investigation of the crash-impact character of advanced airframe structures [AD-A075163] Composite material application to the MK12 midbay substructure [AD-A076485] Evaluation of the crack gage concept for monitoring aircraft flaw growth potential 1. Technical discussion [AD-A076421] AIRLINE OPERATIONS Airport capacity and delays Toward new small transports for commuter a Airliner simulator census AIRPORT PLANNING Airport capacity and delays Approximate estimation of the least number optimal distribution of landing airports maneuvering hypersonic flight vehicles	A80-21129 A80-22046 A80-22146 A80-23940 ristics N80-17067 ARV N80-17152 1 Volume N80-17510 A80-21121 irlines A80-21224 A80-24472 A80-24472 A80-21121 and for A80-21335 airports	facilities aboard aviation and amphibious aviation ships [AD-A076443] AB-24 AIRCRAFT The An-24 aircraft - Design and maintenance revised and enlarged edition/ Russian ABGLE OF ATTACK Centrifugal forces on a thin wing in hypers flight at large angles of attack Summary of theoretical and experimental investigations of vortex lift at high ang attack [AD-A074483] ANTENNA ABRAYS Controlling adaptive antenna arrays with the sample matrix inversion algorithm Dipole broadside glide slope array for systems [AD-A077042] ANTENNA DESIGN Design of a wind shear detection radar for Combined vibration/temperature/sideload environmental testing of UHF blade antenna ANTENNA RADIATION PATTERNS Measurement of radiation patterns of aircra antennas in non-steady flight [NIR-TR-78018-U] ANTENNAS Computer study of Tulsa International Airporunway 17R glide slope sites [AD-A075521] ANTIFICTION BEARINGS	N80-17022 //3rd book A80-23084 onic A80-21315 les of N80-16037 e A80-23283 landing N80-16047 airports A80-21429 as N80-17301 ft N80-17348 ort N80-17049

......

SUBJECT INDEX BODIES OF REVOLUTION

APPROACH		AVIONICS	
. Optimum intensity setting of approach and maight systems		Fault-surviving flight control avionics	A80-21750
[AD-A075485] Evaluation of the potential for reduced	N80-16046	Navigation systems for modern aircraft	A80-21965
longitudinal spacing on final approach [AD-A076434]	N80-16049	Reliability problems in avionics	A80-22723
APPROACH AND LANDING TESTS (STS) Orbiter landing loads math model description	on and	All-Equipment Production Reliability Tests for the F-15	
correlation with ALT flight data [NASA-RP-1056]	N80-16091		A80-23962
APPROACH CONTROL		В	
Piloted flight simulation study of low-leve shear, phase 4. All-weather landing syst	tems,	B-1 AIRCRAFT	n+ and
engineering services support project, tas [AD-A077164]	N80-17080	Status of cavity noise phenomena measurement suppression on the B-1 aircraft	uc and
APPROACH INDICATORS			N80-16202
Airliner simulator census	A80-24472	Application of random time domain analysis dynamic flight measurements B+1 airc	raft
ARROW WINGS Hypersonic slipflow of a viscous gas over a		Selected topics from the structural acoust	N80-16226 ics
slender delta wing		program for the B-1 aircraft	
Selecting the optimal geometrical twist of	A80-21286	B-70 AIRCRAPT	N80-17299
aircraft wing	au	Wind-tunnel/flight correlation study of	
-	A80-21301	aerodynamic characteristics of a large f	lexible
ASYMPTOTIC METHODS Transonic swept-wing analysis using asympto	otic and	supersonic cruise airplane (XB-701) 2: Extrapolation of wind-tunnel data to ful	l-scale
other numerical methods		conditions	
[AIAA PAPER 80~0342] Parameter sensitivity in time varying line	A80-22751	[NASA-TP-1515] BAYS (STRUCTURAL UNITS)	N80-16032
systems, with an application to the dynamic		Status of cavity noise phenomena measureme	nt and
VTOL aircraft	A80-24257	suppression on the B-1 aircraft	N80-16202
ATLANTIC OCEAN	800-24237	BEACON COLLISION AVOIDANCE SYSTEM	100 10202
North Atlantic MNPS 1980 Minimum		Air traffic control/full beacon collision avoidance system, Knoxville simulation	
Navigation Performance Specifications	A80-24383	[AD-A074555]	N80-16043
ATMOSPHERIC BOUNDARY LAYER		Report on the FAA task force on aircraft	
Measurements of jet dispersions simulated : aeronautical wind tunnel	ın an	separation assurance. Volume 2: Concep description	τ
[AD-A076578]	N80-17401	[AD-A077807]	N80-17050
ATMOSPHERIC CIRCULATION Sub-cloud eddy fluxes and scales of vertice	a1	BENDING MOMENTS Wing flapping with minimum energy mini	mize the
motion in a cumulus environment	A80-21630	drag for a bending moment at the wing ro [NASA-TM-81174]	ot N80-16035
ATMOSPHERIC COMPOSITION	_	BIBLIOGRAPHIES	
Circumpolar measurements of ozone, particle carbon monoxide from a commercial airling	er	Collision avoidance systems. A bibliograp abstracts	
ATHOSPHERIC ENTRY	A80-21460	[NTIS/PS-79/0960/9] Technological forecasting-aircraft design.	N80-16053
Development of a program for controlling t		Citations from the International Aerospa	
of bank of an orbital aircraft during en the atmosphere	try into	Abstracts data base [NTIS/PS-79/1017/7]	N80-16057
the atmosphere	A80-21279	Hot film anemometry. A bibliography with	abstracts
ATMOSPHERIC MODELS	in an	[NTIS/PS-79/0909/6] Fiscal year 1979 scientific and technical	N80-16318
Measurements of jet dispersions simulated aeronautical wind tunnel	III an	articles, papers and presentations	•
[AD-A076578]	N80-17401	[NASA-TM-78250]	N80-17014
ATMOSPHERIC TURBULENCE Sub-cloud eddy fluxes and scales of vertic	al	BIRD-AIRCRAFT COLLISIONS The scaling of bird impact loads	
motion in a cumulus environment		[AD-A075215]	N80-17045
ATTITUDE CONTROL	A80-21630	BLADE TIPS Experimental evaluation of active and pass	ive
The influence of simulator motion wash-out	filters	means of alleviating rotor impulsive noi	se in
on the performance of pilots when stabil aircraft attitude in turbulence	izing	descent flight [NASA-CR-159188]	N80-16839
[NLR-TR-78022-U]	N80-17094	Experimental study of the aerodynamics of	a ,
AUTOMATIC CONTROL Advanced flight controls for transport air	craft	helicopter rotor blade model in an unste regime during wind tunnel tests	ady flow
Advanced fright controls for transport are	A80-21897	[AAAF-NT-79-21]	N80-17036
AUTOMATIC PLIGHT CONTROL	ho anglo	Vortex shedding mechanisms in relation to clearance flows and losses in axial fans	
Development of a program for controlling to of bank of an orbital aircraft during en		[ARC-R/M-3829]	N80-17077
the atmosphere		BLASTS	et varee
Synthesis of an adaptive flight control sy	A80-21279 stem	Experiments on the diffraction of weak bla - The won Neumann paradox	
with an observer		BOATTAILS	A80-24360
Flight tests of the total automatic flight	A80-22578 control	Separated and nonseparated turbulent flows	about
system (Tafcos) concept on a DHC-6 Twin	Otter	axisymmetric nozzle afterbodies. Part 1	
aircraft [NASA-TP-1513]	N80-17081	Detailed surface measurements [AD-A077144]	N80-17032
AUTORATION		BODIES OF REVOLUTION	
The evolution of air traffic control syste	ms - The	The nonlinear supersonic potential flow ov wings	er delta
present situation and future tendencies	A80-21967	[AIAA PAPER 80-0269]	A80-23942

SUBJECT INDEX

BODY-WING AND TAIL COMPIGURATIONS Simulated transonic flows for aircraft wi	+ h	BUFFETING	_
nacelles, pylons, and winglets	cu .	Theoretical analysis of the transient resp a wing to non-stationary buffet loads	onse of
[AIAA PAPER 80-0130] BODY-WING CONFIGURATIONS	A80-23933	[AD-A073702]	N80+1708
Calculation of the supersonic flow past a bielliptical body	winged	C	
biciiptical body	A80-21342	C-141 AIRCRAFT	
Computational transonic analysis for a	2.3.2	Aerodynamic investigation of C-141 leading	r edge
supercritical transport wing-body confi		modification for cruise drag reduction,	volume 1.
[AIAA PAPER 80-0129] Development of panel methods for subsonic	A80-23932	[AD-A076610]	N80-1706
and design	anarysis	CANTILEVER PLATES Application of the variational-difference	41-3
[NASA-CR-3234]	N80-16033	of straight lines to the calculation of	wina
BORING 737 AIRCRAPT	53	middle surface deformation	,
The 737 graphite composite flight spoiler service evaluation	Ilight	CARRON BYOTTER TAGERS	A80-21276
[NASA-CR-159094]	N80-17147	CARBON DIOXIDE LASERS Infrared runway collision avoidance system	
BOBING 747 AIRCRAFT		carbon dioxide lasers	analysis
Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance,	g	[AD-A078131]	N80-16069
clearance, and thermal data		CARBON FIBER REINFORCED PLASTICS	
[NASA-CR-159717]	N80-16063	Resin matrices and their contribution to c properties	omposite
BOOSTERS			A80-22262
The innovative application of boost engine technology to the design of a variety of	e e	Composite components under impact load and	effects
tactical and strategic aircraft	L	of defects on the loading capacity A tail assembly	lpha Jet
[AIAA PAPER 80-0190]	A80-22740	[NASA-TM-75351]	N80-16104
BORON REINFORCED MATERIALS		Holographic interferometry of carbon fiber	200 10101
Effect of service environment on F-15 bord stabilator	on/epoxy	reinforced plastic wingtips	
[AD-A076493]	N80-17064	[RAE-TR-78105] CARBON MONOXIDE	N80-17041
BORON-EPOXY COMPOUNDS		Circumpolar measurements of ozone, particl	es. and
Advanced composite material applications	to P-14A	carbon monoxide from a commercial airlin	er
structure	A80-21129	CARBON-CARBON COMPOSITES	A80-21460
BOUNDARY LAYER CONTROL		Design and engineering of carbon brakes	
Research programs in general aviation - No	ext	vienes and any or our sources	A80-22271
generation aircraft	A80-22983	CERANICS	
The Mitsubishi Diamond I - What are its c		Effects of a ceramic coating on metal temp of an air-cooled turbine wane	eratures
the current market		[NASA-TP-1598]	N80-17397
Mho loring lightulan and the co	A80-22984	CH-47 HELICOPTER	
The laminar lightplane or the aircraft per revolution is upon us	rformance	Digital adaptive controllers for VTOL vehi	cles.
revolution is upon da	A80-23306	Volume 1: Concept evaluation [NASA-CR-159154-VOL-1]	NOO 16065
BOUNDARY LAYER PLOW		Comparison of analytical and flight test	N80-16065
Analysis of two-dimensional interactions h	between	identified aerodynamic derivatives for a	
shock waves and boundary layers	A80-21232	tandem-rotor transport helicopter	
Wind tunnel design and performance for rou	igh wall	[NASA-TP-1581] CHRHICAL MACHINING	N80-17060
turbulent boundary layer		The process of chemical milling in machini	nq
Computational transonic analysis for a	A80-21980	aircraft structures	_
supercritical transport wing-body config	guration	CIRCUIT DIAGRAMS	A80-21676
[AIAA PAPER 80-0129]	A80-23932	The Aircraft Reply and Interference Environ	nment
Boundary layer and wake modifications to	_	Simulator (ARIES). Volume 1: Principle	s of
compressor design systems: The effect of blade-to-blade flow variations on the me		operation	
field of a transonic rotor	edn 110#	[AD-A074542] The Aircraft Reply and Interference Enviro	N80-16044
[AD-A076204]	N80-17075	Simulator (ARIES). Volume 2: Appendice.	s to the
A perturbation theory of two-dimensional twind tunnel wall interference	ransonic	principles of operation	
[AD-A071167]	N80-17092	[AD-A074482] CIRCUIT PROTECTION	N80-16045
BOUNDARY LAYER SEPARATION		PAM lightning protection study: Report of	
Influence of an entropy layer on boundary	layer	investigations relative to providing lig	htning
separation in hypersonic flow	A80-21287	protection for the Remote Center Air-to-	Ground
An experimental and numerical investigation		(RCAG) [AD-A076943]	N80-16259
three-dimensional shock wave separated t	urbulent	CIVIL AVIATION	
boundary layer [AIAA PAPER 80-0002]	100-22727	Production of wide-body aircraft Russia	
The Mitsubishi Diamond I - What are its ch	A80-22727	Accident data systems study requirements a	A80-23083
the current market		for a PAA accident data system	narysis
BOUNDARY LAYER STABILITY	A80-22984	[AD-A075611]	N80-17043
Nonparallel stability of three-dimensional	ı	Airport activity statistics of certificated	1 route
compressible boundary layers. Part 1:	•	air carriers [AD-A076194]	N80-17089
Stability analysis		CLIMATOLOGY	
[NASA-CR-3245] BOUNDARY LUBRICATION	N80-16296	The role of satellite altimetry in climate	studies
Prediction of dynamic properties of a roto	or	[NASA-TP-1570] CLIMBING FLIGHT	N80-16676
supported by hydrodynamic bearings using	the	Analytical and numerical studies of the of	fect of
finite element method		alrcraft design parameters on the geomet	rv of
[CETIM-1-4A-29-0] BOUNDARY VALUE PROBLEMS	N80-17482	the circular transition-curve of an opti-	mized
Formulation of the three dimensional trans	onic	transition- and climb-path for the jet-a:	ircraft
unsteady aerodynamic problem			A80-23373
[AD-A075403]	N80-17034		

N80-17034

SUBJECT INDEX COMPUTERIZED DESIGN

CLOUDS (METROROLOGY) Sub-cloud eddy fluxes and scales of vertice	al	COMPRESSIBLE FLUIDS • Plow of a compressible fluid over an isolate	:eđ
motion in a cumulus environment .		airfoil and through a cascade	
COANDA EFFECT	A80-21630	40FBBBBBBB	A80-21302
Jet engine demountable test cell exhaust s phase: Coanda/refraction noise suppress		COMPRESSOR BLADES Boundary layer and wake modifications to compressor design systems: The effect of	:
<pre>concept, advanced development [AD-A076253]</pre>	N80-17090	blade-to-blade flow variations on the mea field of a transonic rotor	n flow
COCKPIT SIMULATORS Airliner simulator census		[AD-A076204] Vibrations of a compressor blade with slip	N80-17075
	A80-24472	root	at the
COLLISION AVOIDANCE			N80-17263
Aircraft collisions	100-20027	COMPRESSOR ROTORS	
Report of the PAA task force on aircraft	A80-24027	Boundary layer and wake modifications to compressor design systems: The effect of	=
separation assurance. Volume 1: Execut: summary	ive	blade-to-blade flow variations on the mea	
[AD-A075352]	N80-16050	field of a transonic rotor [AD-A076204]	N80-17075
Collision avoidance systems. A bibliograph		COMPRESSORS	1100-17073
abstracts	-	JEFF(A) mixed-flow model fan performance	
[NTIS/PS-79/0960/9]	N80-16053	optimization	
Infrared runway collision avoidance system carbon dioxide lasers	analysis	[AD-A074571] COMPUTATIONAL PLUID DYNAMICS	N80-16234
[AD-A078131]	N80-16069	Calculation of the coefficient of secondary	losses
COMBUSTION CHAMBERS		in an axial compressor stage	100000
Core noise investigation of the CF6-50 tur	bofan		A80-21332
engine [NASA-CR-159598]	N80-16061	Transonic swept-wing analysis using asympto	tic and
Core noise investigation of the CP6-50 tur		other numerical methods [AIAA PAPER 80-0342]	A80-22751
engine		Computations of the pitching oscillation of	
[NASA-CR-159749]	N80-16062	64A-010 airfoil in the small disturbance	limit
Effects of design parameters on cooling air requirement in a gas turbine combustor	r	[AIAA PAPER 80-0128]	A80-23012
[LOG-C3797]	N80-17072	Computational and simplified analytical tre	eatment
COMPORT	100 17072	of transonic wing-fuselage-pylon-store interactions	
Safety and comfort - The airliner cabin		[AIAA PAPER 80-0127]	A80-23013
COMMUNICATIVATORDANIM	A80-23799	Modelling low Mach number noise	
COMMERCIAL AIRCRAFT A plan for active development of LH2 for us	ee in	Computational transcript analysis for	A80-23902
aircraft	3C 1H	Computational transonic analysis for a supercritical transport wing-body configu	ration
	A80-23204	[AIAA PAPER 80-0129]	A80-23932
Design for continuing structural integrity	of	The nonlinear supersonic potential flow over	
commercial aircraft	100 20120	vings	
Preliminary design of graphite composite wa	A80-24138	[AIAA PAPER 80-0269] COMPUTER DESIGN	A80-23942
panels for commercial transport aircraft		Development of panel methods for subsonic a	nalveis
[NASA-CR-159150]	N80-17148	and design	/
COMPONENT RELIABILITY		[NASA-CR-3234]	N80-16033
Investigation into the reliability of various fuel, hydraulic and air conditioning com		COMPUTER GRAPHICS	
in military aircraft	Ponenca	The shapes of things to come - An introduct the capabilities of the British Merospace	
<u>-</u>	A80-21240	Numerical Master Geometry System	
COMPOSITE HATERIALS		computer-aided design and manufacturing of	f
Composite materials: Testing and design; Proceedings of the Fifth Conference, New		aerodynamic surfaces	****
Orleans, La., March 20-22, 1978		COMPUTER PROGRAMS	A80-23351
	A80-21126	Development of panel methods for subsonic a	nalysis
Composites for aerospace applications		and design	•
Research developments for aircraft safety	A80-21127	[NASA-CR-3234]	N80-16033
hesearch developments for afficialt safety	A80-22148	An evaluation of the ADINA finite element p for application to aircraft overpressure	rogram
Effect of service environment on P-15 boron	n/epoxy	vulnerability	
stabilator		[AD-A074261]	N80-16056
[AD-A076493]	N80-17064	Accuracy of hydrofoil loading predictions of	btained
COMPOSITE STRUCTURES Composites in aircraft manufacturing - An		from a lifting-surface computer program	waa 46000
impressive rise in Western Europe		[AD-A074702] Digital flight control software validation	N80-16233
· · · · · · · · · · · · · · · · · · ·	A80-21923	[AD-A076021]	N80-17082
Royal Society, Discussion on New Fibres and		Additional information about FALSTAFF f	
Composites, London, England, May 18, 19, Proceedings	1978,	aircraft loading standard for fatigue eva	
rioceedings	A80-22253	[NLB-TR-79056-U] COMPUTER TECHNIQUES	N80-17508
Principles of design of a carbon fibre comp		On interfacing structural information and 1	oading
aircraft wing		data in aeroelastic analysis using co	mputer
Nacion study of procedures and a star con-	A80-22270	techniques	
Design study of prestressed rotor spar conc [NASA-CR-159086]	cept N80-17062	[ARC-R/M-3833] COMPUTERIZED DESIGN	N80-17521
Preliminary design of graphite composite wi		Methods of computer-aided aircraft design -	
panels for commercial transport aircraft	•	Russian book	
[NASA-CR-159150]	N80-17148		A80-23068
COMPRESSIBLE BOUNDARY LAYER Nonparallel stability of three-dimensional		Optimization methods in fine-finishing and	
compressible boundary layers. Part 1:		designing gas-turbine engines Russian	
Stability analysis			A80-23071
[NASA-CR-3245]	N80-16296	•	

SUBJECT INDEX

The shapes of things to come - An introducti			
	on to	COST ESTINATES	_
the capabilities of the British Aerospace Numerical Master Geometry System		Investigation into the reliability and cost of	
computer-aided design and manufacturing of	•	Ownership of the Plessey air motor servo un Type 306	1τ -
aerodynamic surfaces			0-21241
	80-23351	COST REDUCTION	
An application of model-following control		Investigation into the reliability and cost of	
	80-24248	ownership of the Plessey air motor servo un	it -
COMPUTERIZED SIMULATION Systems analysis for planning of air fleets	and	Type 306	
maintenance facilities	and	CRACK INITIATION	0-21241
	.80-21935	Collection and analysis of in service flight	
Computational and simplified analytical trea	tment	histories of the initiation of fatigue dama	qe
of transonic wing-fuselage-pylon-store			Ó-17518
interactions	00 00040	CRACK PROPAGATION	
[AIAA PAPER 80-0127] Simulated transonic flows for aircraft with	80-23013	Variations in crack growth rate behavior	
nacelles, pylons, and winglets			0-23858
	80-23933	Stress-intensity factors for two symmetric co cracks	rner
The Aircraft Reply and Interference Environm			0+23876
Simulator (ARIES). Volume 1: Principles	of	Evaluation of the crack gage concept for	
operation		monitoring aicraft flaw growth potential, V	olume 2
	80-16044		0-17509
The Aircraft Reply and Interference Environm Simulator (ARIES). Volume 2: Appendices		Evaluation of the crack gage concept for	
principles of operation	to the	monitoring aircraft flaw growth potential V 1. Technical discussion	отиње
	80-16045		0-17510
Review and evaluation of national airspace s	ystem	CRACKING (PRACTURING)	
models	-	Evaluation of the crack gage concept for	
	80-17047	monitoring aicraft flaw growth potential, V	olume 2
Computer study of Tulsa International Airpor	t		0-17509
runway 17R glide slope sites [AD-A075521]	80-17049	CRASHES	
CONCRETES	00-17043	General aviation airplane structural crashworthiness user's manual. Volume 2:	
Shrinkage-compensating cement for airport		Input-output, techniques and applications	
pavement, phase 2			0-17042
[AD-A075739] N	80-16197	Investigation of the crash-impact characteris	
The Shock and Vibration Bulletin. Part 3:		of advanced airframe structures	
Structure medium interaction, case studies	in		0-17067
dynamics	00-17003	CREEP ANALYSIS	
[NASA-CR-162473] N CONDUCTIVE HEAT TRANSPER	80-17293	Development of a standard methodology for the	
Effects of idealizing three-dimensional geom	etrv	correlation and extrapolation of elevated temperature creep and rupture data. Volume	2.
with two-dimensional models in temperature		A state-of-the-art review	2:
stress analysis of engine components			0-16152
	80-24310	CRITICAL VELOCITY	
CONFERENCES		The relationship between the critical reversa	l and
Composite materials: Testing and design;		divergence speeds for a straight wing	
Proceedings of the Fifth Conference, New Orleans, La., March 20-22, 1978			0-21310
	80-21126	Weight minimization for a wing in the presenc constraints on the divergence speed	e or
Reliability of aircraft mechanical systems a			0-21329
equipment: Proceedings of the Conference,		CRYOGENIC FLUID STORAGE	
London, England, September 20, 1978		Durability of foam insulation for LH2 fuel ta	nks
	80-21238	of future subsonic transports	
Royal Society, Discussion on New Fibres and Composites, London, England, May 18, 19, 1		CRYOGENIC WIND TUNNELS	0-22687
Proceedings	310,	The proposed Boeing Supersonic Wind Tunnel hi	ah
	80-22253	Reynolds number insert	y II
CONTAMINATION			
			0-24089
Transport phenomena in labyrinth seals of		Full scale aircraft simulation with cryogenic	
turbomachines French thesis	00 2227#	Pull scale aircraft simulation with cryogenic tunnels and status of the National Transoni	
turbomachines French thesis	80-23374	Pull scale aircraft simulation with cryogenic tunnels and status of the National Transoni Facility	с
turbomachines Prench thesis COMTROL EQUIPMENT		Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni Facility A8	c 0-24090
turbomachines French thesis CONTROL EQUIPMENT Heans for controlling aerodynamically induce	d twist	Pull scale aircraft simulation with cryogenic tunnels and status of the National Transoni Facility A8 Progress report on a cryogenic pilot transoni	c 0-24090
turbomachines Prench thesis COMTROL EQUIPMENT	d twist	Pull scale aircraft simulation with cryogenic tunnels and status of the National Transoni Facility A8 Progress report on a cryogenic pilot transoni wind tunnel driven by induction	c 0-24090 c
turbomachines French thesis CONTROL EQUIPMENT Means for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N	d twist	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni Facility A8 Progress report on a cryogenic pilot transoni wind tunnel driven by induction A8 CUMULUS CLOUDS	c 0-24090
turbomachines French thesis A CONTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIMULATION	d twist er 80-16055	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni Facility A8 Progress report on a cryogenic pilot transoni wind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical	c 0-24090 c
turbomachines French thesis CONTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] CONTROL SIMULATION Frequency dependent precompensation for domi	d twist er 80-16055 nance	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni- Pacility Progress report on a cryogenic pilot transoni- wind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment	c 0-24090 c 0-24092
turbomachines French thesis A CONTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] CONTROL SIMULATION Frequency dependent precompensation for domi in a four input/output theme problem model	d twist er 80-16055 nance	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni Facility Progress report on a cryogenic pilot transoni wind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8	c 0-24090 c
turbomachines French thesis A CONTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SINULATION Frequency dependent precompensation for domi in a four input/output theme problem model A	d twist er 80-16055 nance	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni Facility A8 Progress report on a cryogenic pilot transoni wind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8 CURVED PARELS	c 0-24090 c 0-24092 0-21630
turbomachines French thesis CONTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SINULATION Frequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses	d twist er 80-16055 nance	Full scale aircraft simulation with cryogenic tunnels and status of the National Transonic Facility A8 Progress report on a cryogenic pilot transonic wind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8: CURVED PANELS The shapes of things to come - An introduction	c 0-24090 c 0-24092 0-21630
turbomachines French thesis CONTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SINULATION Frequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses	d twist er 80-16055 nance 80-24242	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni Facility Progress report on a cryogenic pilot transoni wind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8 CURVED PANELS The shapes of things to come - An introduction the capabilities of the British Aerospace	c 0-24090 c 0-24092 0-21630
turbomachines French thesis A COMTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIMULATION Frequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses CONTROL THEORY Frequency-domain control design for variable	d twist er 80-16055 nance 80-24242 80-24246	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni- Pacility A8 Progress report on a cryogenic pilot transoni- wind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8: CURVED PANELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of	c 0-24090 c 0-24092 0-21630
turbomachines French thesis A CONTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIBULATION Frequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses CONTROL THEORY Frequency-domain control design for variable linear systems	d twist er 80-16055 nance 80-24242 80-24246	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni Facility Progress report on a cryogenic pilot transoni wind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8 CURVED PANELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of aerodynamic surfaces	c 0-24090 c 0-24092 0-21630 n to
turbomachines French thesis A CONTROL EQUIPMENT Means for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIBULATION Frequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses A CONTROL THEORY Frequency-domain control design for variable linear systems	d twist er 80-16055 nance 80-24242 80-24246	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni-Facility A8 Progress report on a cryogenic pilot transoni-wind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8 CURVED PARELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of aerodynamic surfaces A8	c 0-24090 c 0-24092 0-21630
turbomachines French thesis A CONTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIMULATION Prequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses CONTROL THEORY Prequency-domain control design for variable linear systems A Optimal output feedback for systems having d	d twist er 80-16055 nance 80-24242 80-24246	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoniracility A8 Progress report on a cryogenic pilot transoniwind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8: CURVED PANELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of aerodynamic surfaces A8: CYLINDRICAL BODIES	0-24090 c 0-24092 0-21630 n to
turbomachines French thesis A CONTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIBULATION Frequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses CONTROL THEORY Frequency-domain control design for variable linear systems A Optimal output feedback for systems having d feedthrough of control applied to turb	d twist er 80-16055 nance 80-24242 80-24246	Full scale aircraft simulation with cryogenic tunnels and status of the National Transonic Facility Progress report on a cryogenic pilot transonic wind tunnel driven by induction CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8CURVED PANELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of aerodynamic surfaces A8CYLINDRICAL BODIES Possibility of the onset of self-oscillations	0-24090 c 0-24092 0-21630 n to
turbomachines French thesis A CONTROL EQUIPMENT Means for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIBULATION Frequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses A CONTROL THEORY Frequency-domain control design for variable linear systems Optimal output feedback for systems having d feedthrough of control applied to turb engine regulator design	d twist er 80-16055 nance 80-24242 80-24246	Full scale aircraft simulation with cryogenic tunnels and status of the National Transoni-Facility A8 Progress report on a cryogenic pilot transoni-wind tunnel driven by induction A8 CUMULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8 CURVED PAWELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of aerodynamic surfaces A8 CYLINDRICAL BODIES Possibility of the onset of self-oscillations cylindrical bodies situated in longitudinal	0-24090 0-24092 0-24092 0-21630 n to 0-23351 in
turbomachines French thesis A CONTROL EQUIPMENT Heans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIBULATION Frequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses CONTROL THEORY Frequency-domain control design for variable linear systems Optimal output feedback for systems having d feedthrough of control applied to turb engine regulator design COORDINATES	d twist er 80-16055 nance 80-24242 80-24246 80-24261 irect ofan	Full scale aircraft simulation with cryogenic tunnels and status of the National Transonication Pacility A8 Progress report on a cryogenic pilot transonication wind tunnel driven by induction A8 CUBULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8 CURVED PAWELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of aerodynamic surfaces A8 CYLIBDRICAL BODIES Possibility of the onset of self-oscillations cylindrical bodies situated in longitudinal liquid or gas flows in the case of crisis of	0-24090 0-24092 0-24092 0-21630 n to 0-23351 in
turbomachines French thesis A CONTROL EQUIPMENT Means for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIMULATION Prequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses A CONTROL THEORY Prequency-domain control design for variable linear systems Optimal output feedback for systems having d feedthrough of control applied to turb engine regulator design COORDINATES Results of a Loran-C flight test using an ab	d twist er 80-16055 nance 80-24242 80-24246 80-24261 irect ofan	Full scale aircraft simulation with cryogenic tunnels and status of the National Transonication Pacility A8 Progress report on a cryogenic pilot transonication wind tunnel driven by induction A8 CUBULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8 CURVED PAWELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of aerodynamic surfaces A8 CYLIBDRICAL BODIES Possibility of the onset of self-oscillations cylindrical bodies situated in longitudinal liquid or gas flows in the case of crisis of	0-24090 c 0-24092 0-21630 n to 0-23351 in
turbomachines French thesis A CONTROL EQUIPMENT Beans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIMULATION Prequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses CONTROL THEORY Prequency-domain control design for variable linear systems Optimal output feedback for systems having d feedthrough of control applied to turb engine regulator design COORDINATES Results of a Loran-C flight test using an ab data reference	d twist er 80-16055 nance 80-24242 80-24246 80-24261 irect ofan 80-24266 solute	Full scale aircraft simulation with cryogenic tunnels and status of the National Transonication Pacility A8 Progress report on a cryogenic pilot transonication wind tunnel driven by induction A8 CUBULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8 CURVED PAWELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of aerodynamic surfaces A8 CYLIBDRICAL BODIES Possibility of the onset of self-oscillations cylindrical bodies situated in longitudinal liquid or gas flows in the case of crisis of	0-24090 c 0-24092 0-21630 n to 0-23351 in
turbomachines French thesis CONTROL EQUIPMENT Means for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] NONTROL SIBULATION Frequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses CONTROL THEORY Frequency-domain control design for variable linear systems Optimal output feedback for systems having d feedthrough of control applied to turb engine regulator design COORDINATES Results of a Loran-C flight test using an ab data reference [NASA-CR-162751]	d twist er 80-16055 nance 80-24242 80-24246 80-24261 irect ofan	Full scale aircraft simulation with cryogenic tunnels and status of the National Transonication Pacility A8 Progress report on a cryogenic pilot transonication wind tunnel driven by induction A8 CUBULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8 CURVED PAWELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of aerodynamic surfaces A8 CYLIBDRICAL BODIES Possibility of the onset of self-oscillations cylindrical bodies situated in longitudinal liquid or gas flows in the case of crisis of	0-24090 c 0-24092 0-21630 n to 0-23351 in
turbomachines French thesis A CONTROL EQUIPMENT Beans for controlling aerodynamically induce equipment to control twisting of slend wings due to aerodynamic loads [NASA-CASE-LAR-12175-1] N CONTROL SIMULATION Prequency dependent precompensation for domi in a four input/output theme problem model Multivariable synthesis with inverses CONTROL THEORY Prequency-domain control design for variable linear systems Optimal output feedback for systems having d feedthrough of control applied to turb engine regulator design COORDINATES Results of a Loran-C flight test using an ab data reference	d twist er 80-16055 nance 80-24242 80-24246 80-24261 irect ofan 80-24266 solute 80-16051	Full scale aircraft simulation with cryogenic tunnels and status of the National Transonication Pacility A8 Progress report on a cryogenic pilot transonication wind tunnel driven by induction A8 CUBULUS CLOUDS Sub-cloud eddy fluxes and scales of vertical motion in a cumulus environment A8 CURVED PAWELS The shapes of things to come - An introduction the capabilities of the British Aerospace Numerical Master Geometry System computer-aided design and manufacturing of aerodynamic surfaces A8 CYLIBDRICAL BODIES Possibility of the onset of self-oscillations cylindrical bodies situated in longitudinal liquid or gas flows in the case of crisis of	0-24090 c 0-24092 0-21630 n to 0-23351 in

D		DIGITAL RADAR SYSTEMS Bit slices in a radar processor for tar	get
DIFF ACOULCIATOR	•	detectability improvement	-
DATA ACQUISITION Maximum likelihood identification of aircra	aft	DIGITAL SIMULATION	A80-23530
parameters with unsteady aerodynamic mode	elling N80-16027	SESAME: A system of equations for the simu of aircraft in a modular environment	
The accelerometer methods of obtaining aircongression performance from flight test data dynamic		DIGITAL SYSTEMS	N80-17069
performance testing [AD-A075226]	N80-17066	Digital adaptive controllers for VTOL vehic Volume 1: Concept evaluation	les.
DATA BASES Compilation of data covering aircraft serving facilities aboard aviation and amphibious			N80-16065 les.
aviation ships		[NASA-CR-159154-VOL-2]	N80-16066
[AD-A076443] DATA CORRELATION	N80-17022		study N80-17082
Development of a standard methodology for a correlation and extrapolation of elevated temperature creep and rupture data. Volv	đ	DISCRETE ADDRESS BRACON SYSTEM The Aircraft Reply and Interference Environ Simulator (ARIES). Volume 1: Principles	
A state-of-the-art review [EPRI-PP-1062-VOL-2]	N80-16152	operation [AD-A074542]	N80-16044
DATA LIBKS Spread-spectrum data link test facility		The Aircraft Reply and Interference Environ	ment
[AD-A075098] DATA PROCESSING	N80-17337	Simulator (ARIES). Volume 2: Appendices principles of operation [AD-A074482]	N80-16045
Determination of the aerodynamic character: of a flight vehicle from onboard measure		Report on the PAA task force on aircraft separation assurance. Volume 2: Concept description	
DATA RECORDING Measurement of radiation patterns of aircra	aft	[AD-A077807] DISPLAY DEVICES	N80-17050
antennas in non-steady flight [NLR-TR-78018-0]	N80-17348	Advanced flight controls for transport airc	raft A80-21897
DATA SAMPLING Optimal design of a linear sampled data con	ntrol	Airliner simulator census	A80-24472
system using round robin output feedback DC 10 AIRCRAFT		Deformographics: High-resolution projection display development for air traffic contropurposes	n
Piloted flight simulation study of low-lev- shear, phase 4. All-weather landing syst			N80-17051 ronic
engineering services support project, tas [AD-A077164]	sk 2 N80-17080		N80-17357
DE HAVILLAND AIRCRAFT de Havilland - The changes ahead	A80-23304	PRAG REDUCTION Possibility of the onset of self-oscillation Calindrical bodies situated in longituding	
DEGREES OF FREEDOM The identification of the flutter mechanism			of drag A80-21298
large-order flutter calculation [ARC-R/M-3832]	N80-17085	The potential for development of high performing the discrete controls.	
DELTA WINGS Application of the variational-difference of straight lines to the calculation of widdle surface deformation		Wing flapping with minimum energy minim drag for a bending moment at the wing roo	
Hypersonic slipflow of a viscous gas over a slender delta wing		Aerodynamic investigation of C-141 leading of modification for cruise drag reduction, v [AD-A076610]	edge
Delta wing of optimal configuration in sup- flow	A80-21286 ersonic A80-21341	DUCTED FAN ENGINES Experimental evaluation of a low emissions performance duct burner for Variable Cycle Engines (VCE)	
Calculation of the supersonic flow past a value bielliptical body	winged	[NASA-CR-159694] DYNAMIC CONTROL	N80-17074
The nonlinear supersonic potential flow over	A80-21342 er delta	Improvement of control system dynamics of manditional hydraulic load feedback	
wings [AIAA PAPER 80-0269]	A80-23942	DYNAMIC MODELS	A80-21260
Summary of theoretical and experimental investigations of vortex lift at high and attack	gles of	A multiple transfer function model for air s control systems	traffic A80-21887
[AD-A074483]	N80-16037	DYNAMIC RESPONSE	
DESCENT Experimental evaluation of active and passimeans of alleviating rotor impulsive noise			aft N80-16226
descent flight [NASA-CR-159188] DESIGN AWALTSIS	N80-16839	Initial study of the response of an aircraft lateral gusts [AAAF-NT-79-03]	t to N80-17084
Optimization methods in fine-finishing and designing gas-turbine engines Russian		Calculation of natural frequencies and mode of mass loaded aircraft structures	
The proposed Boeing Supersonic Wind Tunnel Reynolds number insert	-	The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studies	N80-17278 s in
Design considerations for attaining 200-km velocities at the aircraft landing loads		dynamics [NASA-CR-162473] DYNAMIC STRUCTURAL ANALYSIS	N80-17293
traction facility [NASA-TM-80096]	N80-16071	Vibrational modes of an aircraft simulator a	motion
The A-10 and design-to-cost: How well did [AD-A075437]			A80-23988

Ε		Multivariable synthesis with inverses	
		An application of model-following control	A80-24246
ECOHOMIC ANALYSIS		•	A80-24248
Toward new small transports for commuter as Short haul transport for the 1990s	irlines A80-21224	Optimal output feedback for systems having feedthrough of control applied to tu engine regulator design	direct rbofan
add claspole for the 1990s	A80-22046	engine regulator design	A80-24266
ECONOMIC FACTORS		ENGINE DESIGN	200 24200
Small Transport Aircraft Technology	A80-21225	Research developments for aircraft safety	
Organization of regional airports	A80-22725	A cooled laminated radial turbine technolo- demonstration	A80-22148 gy
EDGR LOADING		[AIAA PAPER 80-0300]	A80-22748
Stress-intensity factors for two symmetric cracks		Designing aircraft-engine air ducts Ru	ssian book A80-23067
EIGENVALUES	A80-23876	Optimization methods in fine-finishing and	
Design of a turbojet engine controller via		designing gas-turbine engines Russia	n book A80-23071
eigenvalue/eigenvector assignment - A new	•	Frequency dependent precompensation for do	minance
sensitivity formulation	A80-24244	in a four input/output theme problem mode	el .
EIGENVECTORS	ROU 24244	Design of a turbojet engine controller via	A80-24242
Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation	ı	eigenvalue/eigenvector assignment - A ne- sensitivity formulation	
, and the state of	A80-24244	Effects of idealizing three-dimensional ge	180-24244
EJECTION SEATS		with two-dimensional models in temperature	re and
Development of a hot wire initiated pyrotechnic-propellant gas source for a		stress analysis of engine components	
parachute ejection system		ENGINE PAILURE	A80-24310
	A80-23461	Failure accommodation in gas turbine engine	es with
Advanced design aircrew protective restrain [AD-A076061] ELECTRICAL INSULATION	nt systems N80-17046	application to fan turbine inlet températreconstruction	ture
Novel approaches for alleviation of electri	ical	ENGINE INLETS	A80-24247
hazards of graphite-fiber composites aircraft safety		A ray-theory approach for high-frequency	
[NASA-CR-162683]	N80-16100	engine-intake noise	A80-23916
RLECTROMAGNETIC PULSES		Unsteady transonic flows in a two-dimension	nal
FAM lightning protection study: Report of investigations relative to providing ligh		diffuser air breathing engines	
protection for the Remote Center Air-to-6		[AD-A075261] Distribution analysis for P100(3) engine	N80-17033
(RCAG)		[NASA-CR-159754]	N80-17073
[AD-A076943] BLECTROMAGNETISM	N80-16259	ENGINE HONITORING INSTRUMENTS	
A rotor supported without contact - Theory	and	Application of the discrete-phase method / the investigation and monitoring of aircr	OPM/ to
application		turbine engine blade vibrations. II	Lurc
ELECTROMECHANICAL DEVICES	A80-23980		A80-22724
Advanced flight controls for transport airc	raft	Fatigue strength testing employed for evaluentate and acceptance of jet-engine instrumentate	lation
BLECTRONIC CONTROL	A80-21897	probes	-201
Electronic fuel injection techniques for hy	rdrogen	[NASA-TM-81402] ENGINE NOISE	N80-17422
powered I.C. engines		A ray-theory approach for high-frequency	
ELECTRONIC COUNTERMEASURES	A80-23205	engine-intake noise	
Principles of electronic warfare - Radar an	nd EW	Core noise investigation of the CF6-50 turk	A80-23916
	A80-23970	engine	oran
ELECTRONIC EQUIPMENT Reliability problems in avionics		[NASA-CR-159598]	N80-16061
	A80-22723	Core noise investigation of the CP6-50 turk engine	oofan
ELECTRONIC EQUIPMENT TESTS		[NASA-CR-159749]	N80-16062
All-Equipment Production Reliability Tests for the F-15	/AEPRT/	Jet engine demountable test cell exhaust sy	stem
Tot the 1 13	A80-23962	phase: Coanda/refraction noise suppressiconcept, advanced development	OD
BLECTROSTATIC CHARGE		[AD-A076253]	N80-17090
Charging of jet fuel on polyurethane foams		ENGINE STARTERS	
ENERGY DISSIPATION	A80-23263	Determination of start-up pressure losses f gas-turbine engine compressors	or
Calculation of the coefficient of secondary	losses		A80-21052
in an axial compressor stage		ENGINE TESTS	•
Vortex shedding mechanisms in relation to t	A80-21332	Designing of the test units for aircraft en Russian book	gines
clearance flows and losses in axial fans		MUSSIAN DOOK	A80-23069
[ARC-R/M-3829] ENERGY TECHNOLOGY	N80-17077	Expanded study of feasibility of measuring	
Fiscal year 1979 scientific and technical r	eports.	in-flight 747/JT9D loads, performance, clearance, and thermal data	
articles, papers and presentations		[NASA-CR-159717]	N80-16063
[NASA-TM-78250] ENGINE CONTROL	N80-17014	Experimental evaluation of a low emissions	high
Prequency dependent precompensation for dom	inance	performance duct burner for Variable Cycl	.e
in a four input/output theme problem mode	1	Engines (VCE) [NASA-CR-159694]	N80-17074
	A80-24242	Jet engine class C test cell exhaust system	phase.
Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new	,	Coanda/refraction noise suppression	
sensitivity formulation		concept-advanced development [AD-A075277]	N80-17091

A80-24244

N80-17091

ENTROPY	_	F-15 AIRCRAFT	
Influence of an entropy layer on boundary : separation in hypersonic flow	layer	All-Equipment Production Reliability Tests for the F-15	/AEPRT/
oriented an alkaraoura rrow	A80-21287	TOT THE 1-13	A80-23962
BNVIRONMENT SIMULATORS		Effect of service environment on F-15 boro	n/epoxy
The Aircraft Reply and Interference Environment Simulator (ARIES). Volume 1: Principle:		stabilator [AD-A076493]	200 170C
operation	5 01	FABRICATION	N80-17064
[AD-A074542]	N80-16044	Technology of adhesive bonding of aircraft	
The Aircraft Reply and Interference Environ Simulator (ARIES). Volume 2: Appendice:	nment s to the	/2nd revised and enlarged edition/ R book	ussian
principles of operation	o to the	DOOK	A80-23066
[AD-A074482]	N80-16045	FAIL-SAPE SYSTEMS	1.50 25000
ENVIRONMENTAL TESTS Combined vibration/temperature/sideload		Pault-surviving flight control avionics	
environmental testing of UHF blade anten	nas	Report on the FAA task force on aircraft	A80-21750
	N80-17301	separation assurance. Volume 2: Concep-	t
EFFOXY RESINS Effect of service environment on P-15 boron		description	
stabilator	пуероху	[AD-A077807] PAILORE ANALYSIS	N80-17050
[AD-A076493]	N80-17064	Composite materials: Testing and design:	
EQUATORIAL ATMOSPHERE	_•	Proceedings of the Fifth Conference, New	
The effect of equatorial ionospheric disture on aircraft-to-satellite communications	rbance	Orleans, La., Harch 20-22, 1978	100 21126
•	A80-22103	FATIGUE (MATERIALS)	A80-21126
ERROR ANALYSIS		Collection and analysis of in service flig	ht
Human factors in aircraft accidents	A80-21970	histories of the initiation of fatigue da	amage
ESCAPE CAPSULES	A00-21370	[BMVG-PBWT-79-10] PATIGUE LIPE	N80-17518
Advanced design aircrew protective restrain		Low cycle fatigue life model for gas turbin	ne
[AD-A076061] ESCAPE SYSTEMS	N80-17046	engine disks	
Helicopter /RSRA/ in-flight escape system -	_	On the fatigue life evaluation of jointed	A80-24140
Component qualification		specimens undergoing load transfer with	regard
EVALUATION	A80-23460	to stress concentration	-
Evaluation of the potential for reduced		[BMVG-PBWT-79-11] PATIGUE TESTS	N80-17519
longitudinal spacing on final approach		Patigue data on a variety of nonwoven glass	*
[AD-A076434]	N80-16049	composites for helicopter rotor blades	_
RIHAUST EMISSION Air pollution from aircraft		FEEDBACK CONTROL	A80-21136
[NASA-CR-159712]	N80-16060	Improvement of control system dynamics of a	means of
Exhaust emissions characteristics for a ger	neral	additional hydraulic load feedback	
aviation light-aircraft Avco Lycoming TIO-540-J2BD piston engine	•	Preguency dependent programon action for de-	A80-21260
[AD-A075355]	N80-17070	<pre>Prequency dependent precompensation for dor in a four input/output theme problem mode</pre>	ninance >1
Experimental evaluation of a low emissions			A80-24242
performance duct burner for Variable Cycl Engines (VCE)	Le .	Design of a turbojet engine controller via	
[NASA-CR-159694]	N80-17074	<pre>eigenvalue/eigenvector assignment - A nev sensitivity formulation</pre>	•
Measurements of jet dispersions simulated i	in an		A80-24244
aeronautical wind tunnel [AD-A076578]	N80-17401	Multivariable synthesis with inverses	
EXHAUST GASES	100-17401	An application of model-following control	A80-24246
Circumpolar measurements of ozone, particle		-	A80-24248
carbon monoxide from a commercial airline	er A80-21460	Optimal output feedback for systems having	direct
EXHAUST NOZZLES	800-21400	feedthrough of control applied to ture engine regulator design	botan
Designing aircraft-engine air ducts Bus			A80-24266
Separated and nonseparated turbulent flows	A80-23067	Optimal design of a linear sampled data cor	ntrol
axisymmetric nozzle afterbodies. Part 1:		system using round robin output feedback	A80-24267
Detailed surface measurements		FIBER COMPOSITES	100 24207
[AD-A077144] Damping of an engine exhaust stack	N80-17032	Composites in aircraft manufacturing - An	
bamping of an engine exhaust stack	N80-17265	impressive rise in Western Europe	A80-21923
EXHAUST SYSTEMS		Royal Society, Discussion on New Fibres and	Their
Jet engine class C test cell exhaust system Coanda/refraction noise suppression	phase.	Composites, London, England, May 18, 19,	1978,
concept-advanced development		` Proceedings	A80-22253
[AD-A075277]	N80-17091	Principles of design of a carbon fibre comp	
EXTRAPOLATION		aircraft wing	
Development of a standard methodology for t correlation and extrapolation of elevated		Novel approaches for alleviation of electri	A80-22270
temperature creep and rupture data. Volu		hazards of graphite-fiber composites	.Cai
A state-of-the-art review [EPRI-PP-1062-VOL-2]	NOA-16152	aircraft safety	
[EPRI-FP-1002-VOL-2]	N80-16152	[NASA-CR-162683] FIGHTER AIRCRAFT	N80-16100
· F		The application of a parameteric method of	fatique
		load measurement to wings based on flight	
F-4 AIRCRAFT Combined vibration/temperature/sideload		measurements on a Lightning Mk T5 [ARC-R/M-3836]	NOA_17060
environmental testing of UHP blade antenn	nas	Additional information about FALSTAFF f	N80-17068 ighter
9 46 1T0CD186	N80-17301	aircraft loading standard for fatigue eva	luation
Y-14 AIRCRAFT Advanced composite material applications to	P-14A	[NLR-TR-79056-U] FILH COOLING	N80-17508
structure		Effects of design parameters on cooling air	•
	A80-21129	requirement in a gas turbine combustor	
		[LOG-C3797]	N80-17072

PINITE ELEMENT METHOD		PLIGHT SAFETY	
Application of the variational-difference		Human factors in aircraft accidents	
of straight lines to the calculation of middle surface deformation	-	Reliability problems in avionics	A80-21970
Effects of idealizing three-dimensional gen	A80-21276	Helicopter /RSRA/ in-flight escape system -	A80-22723
with two-dimensional models in temperature		Component qualification	
stress analysis of engine components	A80-24310	PLIGHT SIMULATION	A80-23460
An evaluation of the ADINA finite element		Full scale aircraft simulation with cryogen	ic
for application to aircraft overpressure	-	tunnels and status of the National Transo	
vulnerability [AD-A074261]	N80-16056	Facility	100 2000
Prediction of dynamic properties of a rotor		Review and evaluation of national airspace	A80-24090 system
supported by hydrodynamic bearings using	the	models	_
finite element method [CETIM-1-4A-29-0]	N80-17482		N80-17047
PLANNABILITY	100 17402	Piloted flight simulation study of low-leve shear, phase 4. All-weather landing syst	ens.
Safety and comfort - The airliner cabin	100 03700	engineering services support project, tas	k 2
Assessment of the flammability of aircraft	A80-23799	[AD-A077164] FLIGHT SIMULATORS	N80-17080
hydraulic fluids		Airliner simulator census	
[AD-A076512]	N80-17227		A80-24472
PLEXIBLE WINGS Parameter identification of flexible flight	t.	Peasibility and concept study to convert the NASA/AMES vertical motion simulator to a	.e
vehicles assuming a low-reduced-frequency		helicopter simulator	
aerodynamic representation	******	[NASA-CR-152193]	N80-16070
FLIGHT CHARACTERISTICS	N80-16054	SESAME: A system of equations for the simu of aircraft in a modular environment	lation
The structure-free thrust-doubling of insec	ct-like		N80-17069
aircraft - The possibility of using		The influence of simulator motion wash-out	filters
<pre>insect-flight /thrust-flight/ on a large technical scale</pre>		on the performance of pilots when stabili aircraft attitude in turbulence	zing
	A80-23371	[NLR-TR-78022-U]	N80-17094
Application of random time domain analysis dynamic flight measurements B-1 airc		PLIGHT TEST VEHICLES	
dynamic fright measurements b-; affor	N80-16226	Determination of the aerodynamic characteri of a flight vehicle from onboard measurem	
Flight tests of the total automatic flight	control		A80-21293
<pre>system (Tafcos) concept on a DHC-6 Twin (aircraft</pre>	Otter	PLIGHT TESTS	
[NASA-TP-1513]	N80-17081	NASA quiet short-haul research aircraft experimenters handbook	
FLIGHT CONTROL		[NASA-TM-81162]	N80-16024
Fault-surviving flight control avionics	A80-21750	Wind-tunnel/flight correlation study of	
Maximum likelihood identification of aircra	aft	<pre>aerodynamic characteristics of a large fl supersonic cruise airplane (XB-701) 2:</pre>	exible
parameters with unsteady aerodynamic mode	elling	Extrapolation of wind-tunnel data to full	-scale
Digital adaptive controllers for VTOL vehic	N80-16027	conditions [NASA-TP-1515]	NOO 16022
Volume 1: Concept evaluation	5165.	Results of a Loran-C flight test using an a	N80-16032 bsolute
[NASA-CR-159154-VOL-1]	N80-16065	data reference	
Digital flight control software validation [AD-A076021]	N80-17082	[NASA-CR-162751] Airborne evaluation of the production AN/AR	N80-16051
FLIGHT LOAD RECORDERS		Loran-C navigator HH-3 and HH-52 airc	
Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance,		flights	47.55
clearance, and thermal data		[AD-A075484] Comparison of analytical and flight test	N80-17057
[NASA-CR-159717]	N80-16063	identified aerodynamic derivatives for a	•
The application of a parameteric method of load measurement to wings based on flight	fatigue	tandem-rotor transport helicopter	NOO 17060
measurements on a Lightning Mk T5	•	[NASA-TP-1581] The accelerometer methods of obtaining airc	N80-17060 raft
[ARC-R/H-3836]	N80-17068	performance from flight test data dynamic	
FLIGHT OPERATIONS Summary of transponder data performance	+ tests	performance testing [AD-A075226]	N80-17066
of transponders and altimeters during fli		The 737 graphite composite flight spoiler f	
operations [AD-A075486]	NOA-170#0	service evaluation	-
PLIGHT OPTIMIZATION	N80-17048	[NASA-CR-159094] PLOW CHARACTERISTICS	N80-17147
Analytical and numerical studies of the eff	fect_of	Flow over a plate in the presence of a vort	
aircraft design parameters on the geometre the circular transition-curve of an optim		FLOW DISTORTION	A80-21295
transition- and climb-path for the jet-ai		Flow of a compressible fluid over an isolate	eđ
takeoff	100 00000	airfoil and through a cascade	
PLIGHT PATHS	A80-23373	Drag calculations for profiles at transonic	A80-21302
Analytical and numerical studies of the eff	fect of		A80-21303
aircraft design parameters on the geometr the circular transition-curve of an optim		Centrifugal forces on a thin wing in hyperso	onic
transition- and climb-path for the jet-ai		flight at large angles of attack	A80-21315
takeoff		Influence of the leading-edge planform on the	he
Experimental evaluation of active and passi	180-23373 ive	hypersonic flow over a small-aspect-ratio	wing A80-21349
means of alleviating rotor impulsive nois		Experiments on the diffraction of weak blass	
descent flight [NASA-CR-159188]	N80-16839	- The von Neumann paradox	
PLIGHT PLANS		Distribution analysis for F100(3) engine	A80-24360
Field impact evaluation report on the Elect	ronic	[NASA-CR-159754]	N80-17073
Tabular Display Subsystem (ETABS) [AD-A078848]	N80-17357	PLOW DISTRIBUTION Transonic flow past oscillating airfoils	

A80-21233

Calculation of the supersonic flow field wi vortices behind a slender rectangular win	ng .	The Mitsubishi Diamond I - What are its ch the current market	
Transonic swept-wing analysis using asympto other numerical methods	180-21320 otic and	The potential for development of high perf light aircraft	A80-22984 ormance
[ATAA PAPER 80-0342] Computational and simplified analytical tre	A80-22751 eatment	PUBL INJECTION	A80-23307
of transonic wing-fuselage-pylon-store interactions		Electronic fuel injection techniques for h powered I.C. engines	ydrogen
[AIAA PAPER 80-0127] Boundary layer and wake modifications to	A80-23013	FUEL SYSTEMS	A80-23205
compressor design systems: The effect of blade-to-blade flow variations on the mea field of a transonic rotor		Investigation into the reliability of vari fuel, hydraulic and air conditioning com in military aircraft	
[AD-A076204] PLOW HEASUREMENT	N80-17075	FUEL TESTS	A80-21240
Some dynamic and time-averaged flow measure in a turbine rig	ements	Charging of jet fuel on polyurethane foams	A80-23263
Hot film anemometry. A bibliography with a	A80-21120	Thermal oxidative stability test methods f jet fuel	or JPTS
[NTIS/PS-79/0909/6] FLOW VELOCITY	N80-16318	[AD-A076374]	N80-17242
The relationship between the critical rever divergence speeds for a straight wing	sal and	FULL SCALE TESTS Full scale aircraft simulation with cryoge	
	A80-21310	tunnels and status of the National Trans Pacility	onic
PLUCTUATION THEORY Near-wake structure and unsteady pressures	at	PUSELAGES	A80-24090
trailing edges of airfoils as aeroacc sound generators	oustic	Production of wide-body aircraft Russi	an book '
PLUID FLOW	A80-23900	0	
Transport phenomena in labyrinth seals of		G	
turbomachines French thesis	A80-23374	GAS DYNAMICS Calculation of the aerodynamic characteris	tics of
PLUTTER ANALYSIS Possibility of the onset of self-oscillation	ons in	an aircraft at supersonic speeds	A80-21255
cylindrical bodies situated in longitudin	nal	GAS FLOW	
liquid or gas flows in the case of crisis	A80-21298	Plow of a compressible fluid over an isola airfoil and through a cascade	ted
Research on the flutter of axial turbomachi blading	ine.	Drag calculations for profiles at transoni	A80-21302 c speeds
[AD-A074597] The identification of the flutter mechanism	N80-16064 I from a	Calculation of the coefficient of secondar	A80-21303
large-order flutter calculation [ARC-R/M-3832]	N80-17085	in an axial compressor stage	
FLY BY WIRE CONTROL	100-17003	Some considerations of the performance of	A80-21332 two
Fault-surviving flight control avionics	A80-21750	honeycomb gas path seal material systems [NASA-TM-81398]	N80-16143
Advanced flight controls for transport airc	raft A80-21897	GAS TURBINE RUGINES Determination of start-up pressure losses	_
POARS		gas-turbine engine compressors	FOL
Durability of foam insulation for LH2 fuel of future subsonic transports	tanks	Some dynamic and time-averaged flow measure	A80-21052
FORCE DISTRIBUTION	A80-22687	in a turbine rig	A80-21120
Wing flapping with minimum energy minimum drag for a bending moment at the wing roo		Application of the discrete-phase method / the investigation and monitoring of airc	DPM/ to
[NASA-TM-81174] FORCED VIBRATION	N80-16035	turbine engine blade vibrations. II	
The identification of the flutter mechanism	from a	A cooled laminated radial turbine technological	A80-22724 Jy
large-order flutter calculation [ARC-R/M-3832]	N80-17085	demonstration [AIAA PAPER 80-0300]	A80-22748
PRACTURE STRENGTH The fracture of a parachute hook: A case s	tudy of	Optimization methods in fine-finishing and designing gas-turbine engines Russia	
the role of materials parameters in relia	bility		A80-23071
analysis [ARL-MAT-NOTE-125]	N80-17506	Low cycle fatigue life model for gas turbi: engine disks	ne
FREE JETS Excess noise from supersonic underexpanded	jets in	Air pollution from aircraft	A80-24140
flight. I	A80-23923	[NASA-CR-159712] Some considerations of the performance of	N80-16060
FREQUENCY RESPONSE Frequency-domain control design for variable		honeycomb gas path seal material systems [NASA-TM-81398]	N80-16143
linear systems	A80-24261	Effects of design parameters on cooling aim requirement in a gas turbine combustor	r
FUEL COMBUSTION Air pollution from aircraft		[LOG-C3797] GAS-METAL INTERACTIONS	N80-17072
[NASA-CR-159712]	N80-16060	Titanium combustion in turbine engines	
Short haul transport for the 1990s		[AD-A075657] GASEOUS FUELS	N80-16059
Looking ahead in aircraft design	A80-22046	Development of a hot wire initiated	
Research developments for aircraft safety	A80-22146	pyrotechnic-propellant gas source for a parachute ejection system	100 22465
	A80-22148	GENERAL AVIATION AIRCRAFT	A80-23461
Research programs in general aviation - Nex generation aircraft	t	A spin-recovery parachute system for light aviation airplanes	general
	A80-22983	·•	A80-21122

A practical guide to airplane performance a	nd design	Initial study of the response of an aircraft	t to
Book	A80-21876	lateral gusts [AAAP-NT-79-03]	N80-17084
Research programs in general aviation - Nex		[441-11-75-05]	300-17004
generation aircraft		Н	
	A80-22983		
Transponder Performance Analyzer (TPA) [AD-A075783]	N80-16048	A panel method for calculating the loads act	ting on
Accident data systems study requirements an		a wing that performs harmonic oscillations	
for a FAA accident data system	NOO 17042	subsonic flow	
[AD-A075611] Exhaust emissions characteristics for a gen	N80-17043 eral	Evaluation of the kernel of an integral equa	180-21272
aviation light-aircraft Avco Lycoming		for a wing performing harmonic oscillation	
TIO-540-J2BD piston engine		subsonic flow	
[AD-A075355] GEOS 3 SATELLITE	N80-17070		80-21296
The role of satellite altimetry in climate	studies	BAZARDS Novel approaches for alleviation of electric	a l
[NASA-TP-1570]	N80-16676	hazards of graphite-fiber composites	
GLASS PIBER REINFORCED PLASTICS		aircraft safety	
Patigue data on a variety of nonwoven glass composites for helicopter rotor blades		[NASA-CR-162683] HELICOPTER DESIGN	180-16100
	A80-21136	Helicopter /RSRA/ in-flight escape system -	
GLIDE PATHS		Component qualification	
Dipole broadside glide slope array for systems	landing	HELICOPTER ENGINES	180-23460
	N80-16047	Damping of an engine exhaust stack	
Computer study of Tulsa International Airpo	rt		180-17265
runway 17R glide slope sites	V00 17000	HELICOPTER PERFORMANCE	
[AD-A075521] GLOBAL POSITIONING SYSTEM	N80-17049	Synthesis of unsteady aerodynamic problems concerning helicopters	
An overview of the NAVSTAR Global Positioni	ng		80-17035
System and the Navy Navigation Satellite		HELICOPTER PROPELLER DRIVE	
[AAS 79-108] GRAPHITE-EPOXY COMPOSITE MATERIALS	180-24712	Aerodynamic-structural analysis of dual blad	leđ
Advanced composite material applications to	F-14A	helicopter systems [NASA-CR-162754]	180-17061
structure		HELICOPTERS	
	A80-21129	Fatigue data on a variety of nonwoven glass	
Characterization of graphite/epoxy laminate aeroelastic tailoring	S IOI	composites for helicopter rotor blades	80-21136
	A80-21130	Feasibility and concept study to convert the	
Novel approaches for alleviation of electri	cal	NASA/AMES vertical motion simulator to a	
hazards of graphite-fiber composites aircraft safety		helicopter simulator	.00 16070
	N80-16100	[NASA-CR-152193] Experimental study of the aerodynamics of a	180-16070
The 737 graphite composite flight spoiler f	light	helicopter rotor blade model in an unstead	ly flow
service evaluation [NASA-CR-159094]	NOO-171#7	regime during wind tunnel tests	-
Preliminary design of graphite composite wi	N80-17147	[AAAF-NT-79-21] Airborne evaluation of the production AN/ARN	180-17036 1-133
panels for commercial transport aircraft		Loran-C navigator HH-3 and HH-52 aircr	
[NASA-CR-159150] Composite material application to the MK12A	N80-17148	flights	
midbay substructure	R V	[AD-A075484] Design study of prestressed rotor spar conce	180-17057
[AD-A076485]	N80-17152		80-17062
GROUND EFFECT	411	Investigation of the crash-impact characteri	stics
Investigation of ground effects on large an scale models of a three fan V/STOL aircra		of advanced airframe structures [AD-A075163]	00-17067
configuration		Detailed design and fabrication of a Helicop	180-17067 ter
	N80-16030	Ground Mobility System (HGMS)	
GROUND EFFECT MACHINES JEFF(A) mixed-flow model fan performance		[AD-A076932] HIGH PASS FILTERS	80-17087
optimization		The influence of simulator motion wash-out f	iltore
	N80-16234	on the performance of pilots when stabiliz	ing
GROUND SUPPORT EQUIPMENT The operation of airports: Maintenance and	unkaan	aircraft attitude in turbulence	
/Handbook/ Russian book on maintenance	e and	[NLR-TR-78022-U] N	80-17094
repair		Deformographics: High-resolution projection	
	A80-23088	display development for air traffic contro	1
Compilation of data covering aircraft servi- facilities aboard aviation and amphibious		purposes [AD-A078023]	80-17051
aviation ships		HIGH TEMPERATURE	00-17051
	N80-17022	Development of a standard methodology for th	e
Detailed design and fabrication of a Helico Ground Mobility System (HGMS)	pter	correlation and extrapolation of elevated temperature creep and rupture data. Volum	- 2-
[AD-A076932]	N80-17087	A state-of-the-art review	e 2:
GROUND-AIR-GROUND COMMUNICATIONS		[EPRI-FP-1062-VOL-2]	80-16152
Aircraft collisions	A80-24027	HIGH TEMPERATURE ENVIRONMENTS High temperature radial turbine demonstratio	_
FAA lightning protection study: Report of	100 24027		п 80-22749
investigations relative to providing light		HIGH TEMPERATURE PROPELLANTS	
protection for the Remote Center Air-to-G (RCAG)	round	Development of a hot wire initiated	
[AD-A076943]	N80-16259	<pre>pyrotechnic-propellant gas source for a parachute ejection system</pre>	
GUST LOADS		<u> </u>	80-23461
Average gust frequencies subsonic transport [ESDU-69023-A-B-C]	aircraft N80-16029	HIGH VOLTAGES	•
The analysis of measured surface loads as a		Development of lightweight transformers for airborne high power supplies	
for the derivation of acceptable load lim		f in 107/04/5	80-17366
military aircraft components	NOA-17020	- "	
[BMVG-FBWT-79-9]	N80-17038		

HISTORIES de Havilland - The changes ahead	A80-23304	Composite components under impact load and of defects on the loading capacity A	effects lpha Jet
HOLOGRAPHIC INTERFEROMETRY Bolographic interferometry of carbon fiber		tail assembly [NASA-TM-75351] The scaling of bird impact loads	N80-16104
reinforced plastic wingtips [RAE-TR-78105]	N80-17041	[AD-A075215] IMPACT TESTS	N80-17045
HONEYCOME STRUCTURES Composites in aircraft manufacturing - An impressive rise in Western Europe	100-21022	The scaling of bird impact loads [AD-A075215] IN-PLIGHT MONITORING	N80-17045
Some considerations of the performance of honeycomb gas path seal material systems [NASA-TM-81398]		Determination of the aerodynamic character of a flight wehicle from onboard measure	ment data A80-21293
HOT-FILM ANEMOMETERS Hot film anemometry. A bibliography with [NTIS/PS-79/0909/6]		Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data	
HUMAN FACTORS ENGINEERING Human factors in aircraft accidents		[NASA-CR-159717] INCOMPRESSIBLE PLOW Modelling low Mach number noise	N80-16063
Aircraft collisions	A80-21970 A80-24027	Turbulence measurements in the boundary la low-speed wind tunnel using laser weloci	A80-23902 yer of a
Ground run-up noise control facilities for aircraft: A survey [AD-A075348]		[NASA-TM-81165] INERTIAL NAVIGATION	พ80-16300
HYBRID NAVIGATION SYSTEMS Navigation systems for modern aircraft		Navigation systems for modern aircraft INFORBATION SYSTEMS	A80-21965
HYDRAULIC CONTROL Improvement of control system dynamics of	A80-21965 means of	Accident data systems study requirements a for a PAA accident data system [AD-A075611]	nalysis N80-17043
additional hydraulic load feedback HYDRAULIC FLUIDS	A80-21260	INPRARED DETECTORS Infrared runway collision avoidance system carbon dioxide lasers	
Assessment of the flammability of aircraft hydraulic fluids		[AD-A078131] INFRARED IMAGERY	N80-16069
[AD-A076512] HYDBOPOILS Accuracy of hydrofoil loading predictions	N80-17227 obtained	Aerostructure nondestructive evaluation by field techniques [AD-A0765411	thermal N80-17495
from a lifting-surface computer program [AD-A074702] The Shock and Vibration Bulletin. Part 3:	N80-16233	INLET FLOW Unsteady transonic flows in a two-dimensio	
Structure medium interaction, case studi dynamics		<pre>diffuser air breathing engines</pre>	N80-17033
[NASA-CR-162473] HYDROGEM ENGINES Electronic fuel injection techniques for h	N80-17293	[NASA-CR-159754] IMPUT/OUTPUT ROUTINES General aviation airplane structural	N80-17073
powered I.C. engines	A80-23205	crashworthiness user's manual. Volume 2 Input-output, techniques and application	s
HYDROGEN PRODUCTION A plan for active development of LH2 for u aircraft	se in	[AD-A075949] INSECTS The structure-free thrust-doubling of inse	N80-17042
HYPERSONIC AIRCRAFT Approximate estimation of the least number	A80-23204	aircraft - The possibility of using insect-flight/thrust-flight/ on a large technical scale	
optimal distribution of landing airports maneuvering hypersonic flight wehicles	for	INSTRUMENT COMPENSATION	A80-23371
Thermostructural analyses of structural co for hypersonic cruise vehicles	·	Frequency dependent precompensation for do in a four input/output theme problem mod-	
[ATAM PAPER 80-0407] HYPERSORIC BOURDARY LAYER Influence of an entropy layer on boundary	A80-23950	INSTRUMENT LANDING SYSTEMS Dipole broadside glide slope array for systems	
separation in hypersonic flow	A80-21287	[ÂD-A077042] Computer study of Tulsa International Airp	N80-16047
HYPERSONIC FLIGHT Centrifugal forces on a thin wing in hyper flight at large angles of attack	sonic	runway 17R glide slope sites [AD-A075521] INTARE SYSTEMS	N80-17049
HYPERSONIC PLOW Hypersonic slipflow of a viscous gas over	A80-21315 a	Progress report on a cryogenic pilot trans- wind tunnel driven by induction	onic A80-24092
slender delta wing Influence of the leading-edge planform on	A80-21286 the	Failure accommodation in gas turbine enging application to fan turbine inlet temperate reconstruction	es with
hypersonic flow over a small-aspect-ration	o wing A80-21349	INTEGRAL EQUATIONS	A80-24247
1		Evaluation of the kernel of an integral equal for a wing performing harmonic oscillations subsonic flow	
IDEAL FLOIDS Calculation of the flow past a body of arb		INTERPERENCE DRAG	A80-21296
configuration, moving in an ideal fluid a flat surface	A80-21283	Propeller slipstream/wing interaction in the transonic regime [ATAM PAPER 80-0125]	he A80-22733
Flow over a plate in the presence of a vor	tex sink A80-21295	INTERNAL COMBUSTION ENGINES Electronic fuel injection techniques for hy	
IHPACT LOADS Orbiter landing loads math model description correlation with ALT flight data [NASA-RP-1056]	on and N80-16091	powered I.C. engines	A80-23205
-			

INVERTERS		JET MIXING PLOW	
Development of lightweight transformers for		Mixer nozzle noise characteristics turb	ofan
airborne high power supplies [AD-A076215]	180-17366	noise reduction	A80-23936
INVISCID PLOW	17300	[AIAA PAPER 80-0166] JOINTS (JUNCTIONS)	200-23330
A nonlinear problem of static aeroelasticity	i	Mechanical fasteners dominating aerospace -	
	180-21264	aircraft and spacecraft structural joining	g
Delta wing of optimal configuration in super flow	SOBIC	techniques	100-2225
	180-21341	Collection and analysis of in service fligh	A80-23335
Calculation of the supersonic flow past a wi		histories of the initiation of fatigue da	
bielliptical body		[BMVG-FBWT-79-10]	N80-17518
Propeller slipstream/wing interaction in the	180-21342	On the fatigue life evaluation of jointed specimens undergoing load transfer with r	
transonic regime	•	to stress concentration	egara
[AIAA PAPER 80-0125]	A80-22733		N80-17519
Development of panel methods for subsonic as	nalysis	JOURNAL BEARINGS	_
and design [NASA-CR-3234]	180-16033	A rotor supported without contact - Theory application	and
IONOSPHERIC DISTURBANCES	100 10033		A80-23980
The effect of equatorial ionospheric disturb	oance	JP-4 JET FUBL	
on aircraft-to-satellite communications	.00 22402	Charging of jet fuel on polyurethane foams	
ITALY	180-22103	•	A80-23263
Air traffic control - Italian prospects		K	
	A80-21966	- -	
ı		KERNEL PUNCTIONS	
J		Evaluation of the kernel of an integral equ for a wing performing harmonic oscillatio	
JET AIRCRAFT		subsonic flow	ns 111
Analytical and numerical studies of the effe			A80-21296
aircraft design parameters on the geometry the circular transition-curve of an optimi		•	
transition- and climb-path for the jet-air		L	
takeoff	COLULI	LAMINAR BOUNDARY LAYER	
	A80-23373	Analysis of two-dimensional interactions be	tween
The aerodynamics of a jet in a crossflow [AD-A076375]	N80-16034	shock waves and boundary layers	***
JET AIRCRAPT NOISE	100-10034	The laminar lightplane or the aircraft perf	A80-21232 ormance
The case of subsonic jet aircraft noise		revolution is upon us	
reduction mear airports			A80-23306
Research aircraft noise reduction in Fra	180-21961	LAMINATES Characterization of grankita/anamy laminate	
	180-21962	Characterization of graphite/epoxy laminate aeroelastic tailoring	5 101
Theory of cross-spectral densities of jet no	oise		A80-21130
	A80-23909	LANDING SPRED	
Some analytical consideration in jet noise prediction		Design considerations for attaining 200-kno velocities at the aircraft landing loads	
	A80-23910	traction facility	anu
Importance of jet temperature on the predict	tion of	[NASA-TM-80096]	N80-16071
jet noise in flight	.00 22022	LASER DOPPLER VELOCIMETERS	
Excess noise from supersonic underexpanded	180-23922 iets in	Turbulence measurements in the boundary lay low-speed wind tunnel using laser velocim	
flight. I	,010 1		N80-16300
	A80-23923	LATERAL STABILITY	
Mixer nozzle noise characteristics turbo noise reduction	otan	Initial study of the response of an aircraf lateral gusts	t to
	A80-23936		N80-17084
Jet engine demountable test cell exhaust sys	stem	LEADING EDGES	
phase: Coanda/refraction noise suppression	on	Aerodynamic investigation of C-141 leading	
concept, advanced development [AD-A076253]	N80-17090	modification for cruise drag reduction, v [AD-A076610]	N80-17063
Jet engine class C test cell exhaust system		LIFT	
Coanda/refraction noise suppression		Analytical investigation of the nonlinear	
concept-advanced development [AD-A075277]	N80-17091	characteristics of a small-aspect rectang	Mar wing A80-21317
JET ENGINE FUELS		Wing flapping with minimum energy minim	
Charging of jet fuel on polyurethane foams		drag for a bending moment at the wing roo	
	180-23263	[NASA-TM-81174]	N80-16035
Thermal oxidative stability test methods for jet fuel	U 0F13	A comparison of calculated and experimental and pressure distributions for several	1116
[AD-A076374]	N80-17242	helicopter rotor sections	
JET ENGINES		[NASA-TH-81160]	N80-16036
Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance,		Summary of theoretical and experimental investigations of vortex lift at high and	les of
clearance, and thermal data		attack	ies oi
	N80-16063	[AD-A074483]	N80-16037
Measurements of jet dispersions simulated in aeronautical wind tunnel	n an	Description and report on the calibration o	
	N80-17401	unsteady flow wind tunnel, part 1. The un lift generated on an airfoil at moderate	sceady
Fatigue strength testing employed for evaluation	ation	incidence to a flow containing streaming	
and acceptance of jet-engine instrumentat:	ion	oscillations, part 2	WOO 455
probes [NASA-TM-81402]	N80-17422	[IC-AERO-79-04-PT-1/2] LIFT DEVICES	N80-17040
JET EXHAUST		Accuracy of hydrofoil loading predictions of	btained
Air pollution from aircraft	**************************************	from a lifting-surface computer program	
[NASA-CR-159712]	N80-16060	[AD-A074702]	N80-16233

SUBJECT INDEX MECHANICAL PROPERTIES

LIPT PANS	HACH REPLECTION
Investigation of ground effects on large and small	The interaction of three shock waves
scale models of a three fan V/STOL aircraft	A80-21313
configuration	MAISTAINABILITY
[NASA-CR-152240] N80-16030 JEFF(A) mixed-flow model fan performance	The nature of aircraft and complex system
optimization	reliability and maintainability characteristics A80-21239
[AD-A074571] N80-16234	HAIHTEHANCE
LIGHT AIRCRAFT	The operation of airports: Maintenance and upkeep
A spin-recovery parachute system for light general	/Handbook/ Russian book on maintenance and
aviation airplanes A80-21122	repair
The laminar lightplane or the aircraft performance	MAN MACHINE SYSTEMS
revolution is upon us	Human factors in aircraft accidents
A80-23306	180-21970
The potential for development of high performance light aircraft	Aircraft collisions
A80-23307	Airliner simulator census A80-24027
Exhaust emissions characteristics for a general	A80-24472
aviation light-aircraft Avco Lycoming	Air traffic control/full beacon collision
TIO-540-J2BD piston engine	avoidance system, Knoxville simulation
[AD-A075355] N80-17070 LIGHT TRANSPORT AIRCRAFT	[AD-A074555] N80-16043 Deformographics: High-resolution projection
Toward new small transports for commuter airlines	display development for air traffic control
A80-21224	purposes
Small Transport Aircraft Technology	[AD-A078023] N80-17051
LIGHTHING A80-21225	Field impact evaluation report on the Electronic
PAA lightning protection study: Report of	Tabular Display Subsystem (ETABS) [AD-A078848] N80-17357
investigations relative to providing lightning	MARKET BESEARCH
protection for the Remote Center Air-to-Ground	Short haul transport for the 1990s
(RCAG) [AD-A076943] N80-16259	Mbo Mitaubiahi Diana 7 T. 171.1
LINEAR SYSTEMS	The Mitsubishi Diamond I - What are its chances on - the current market
Multivariable synthesis with inverses	. A80-22984
A80-24246	HASS RATIOS
Parameter sensitivity in time varying linear systems, with an application to the dynamics of	Calculation of natural frequencies and mode shapes
VTOL aircraft	of mass loaded aircraft structures
A80-24257	HATERIALS TESTS
Frequency-domain control design for variable	Composite materials: Testing and design;
linear systems	Proceedings of the Fifth Conference, New
A80-24261 Optimal design of a linear sampled data control	Orleans, La., March 20-22, 1978 A80-21126
system using round robin output feedback	HATHEHATICAL MODELS
A80-24267	Optimization methods in fine-finishing and
LIQUID HYDROGEN	designing gas-turbine engines Russian book
Durability of foam insulation for LH2 fuel tanks of future subsonic transports	A80-23071 Low cycle fatigue life model for gas turbine
A80-22687	engine disks
A plan for active development of LH2 for use in	A80-24140
aircraft	An application of model-following control
A80-23204 Safety of liquid hydrogen in air transportation	A80-24248 Maximum likelihood identification of aircraft
[LA-UR-79-1416] N80-16236	parameters with unsteady aerodynamic modelling
LORAH C	N80-16027
Results of a Loran-C flight test using an absolute data reference	Cargo generation forecasting models
[NASA-CR-162751] N80-16051	[AD-A076136] N80-17044
Airborne evaluation of the production AN/ARN-133	Review and evaluation of national airspace system models
Loran-C navigator HH-3 and HH-52 aircraft	[AD-A078050] N80-17047
flights	MATRIX METHODS
[AD-A075484] N80-17057 LOW ASPECT RATIO WINGS	On interfacing structural information and loading
Application of the variational-difference method	data in aeroelastic analysis using computer techniques
of straight lines to the calculation of wing	[ARC-R/M-3833] N80-17521
middle surface deformation	HAXIMUM LIKELIHOOD ESTIMATES
A80-21276 Analytical investigation of the nonlinear	Maximum likelihood identification of aircraft
characteristics of a small-aspect rectangular wing	parameters with unsteady aerodynamic modelling
N80-21317	N80-16027 MEASURING INSTRUMENTS
Influence of the leading-edge planform on the	Evaluation of the crack gage concept for
hypersonic flow over a small-aspect-ratio wing	monitoring aircraft flaw growth potential Volume
LOW SPEED WIND TUNNELS	1. Technical discussion
Recent research on V/STOL test limits at the	[AD-A076421] N80-17510 MECHANICAL DEVICES
University of Washington aeronautical laboratory	Reliability of aircraft mechanical systems and
[NASA-CR-3237] N80-16068	equipment; Proceedings of the Conference.
Optimum intensity setting of approach and runway	London, England, September 20, 1978
light systems	M80-21238 Mechanical fasteners dominating aerospace
[AD-A075485] N80-16046	aircraft and spacecraft structural joining
T. #	techniques
. M	MECHANICAL DEODERATES
MACH BUMBER	MECHABICAL PROPERTIES Composite materials: Testing and design;
Modelling low Mach number noise	Proceedings of the Fifth Conference, New
A80-23902	Orleans, La., March 20-22, 1978

A80-21126

METAL COMBUSTION SUBJECT INDEX

Resin matrices and their contribution to c	omposite	Report on the FAA task force on aircraft	
properties	A80-22262	separation assurance. Volume 2: Concept	:
METAL COMBUSTION	800-22202	description [AD-A077807]	N80-17050
Titanium combustion in turbine engines	W00 460F0	HAVIGATION AIDS	
[AD-A075657] HETAL FATIGUE	N80-16059	Results of a Loran-C flight test using an a data reference	psorute
Variations in crack growth rate behavior		[NASA-CR-162751]	N80-16051
Crack-detectives foil aircraft failure	A80-23858	Airborne evaluation of the production AN/AR Loran-C navigator HR-3 and HH-52 airc	
Clack-detectives foll afficiant failure	A80-24536	flights	lait
METHANE		[AD-A075484]	N80-17057
Summary of aircraft results for 1978 south Virginia urban plume measurement study o		HAVSTAR SATELLITES An overview of the NAVSTAR Global Positioni	nσ
nitrogen oxides, and methane		System and the Navy Navigation Satellite	System
[NASA-TH-80146] MIDAIR COLLISIONS	N80-16575	[AAS 79-108] NEAR WAKES	A80-24712
Aircraft collisions		Near-wake structure and unsteady pressures	at
WITTERDY ATDONES	A80-24027	trailing edges of airfoils as aeroaco	ustic
HILITARY AIRCRAFT The nature of aircraft and complex system		sound generators	A80-23900
reliability and maintainability characte		NETWORK SYNTHESIS	
Investigation into the reliability of vari	A80-21239	Multivariable synthesis with inverses	A80-24246
fuel, hydraulic and air conditioning com		BITROGEN OXIDES	200 24240
in military aircraft	100 21200	Summary of aircraft results for 1978 southe	
The innovative application of boost engine	A80-21240	Virginia urban plume measurement study of nitrogen oxides, and methane	ozone,
technology to the design of a variety of		[NASA-TM-80146]	N80-16575
tactical and strategic aircraft [AIAA PAPER 80-0190]	A80-22740	NOISE (SOUND) Research on helicopter rotor noise	
Advanced strategic aircraft concepts	200 22740		N80-17824
[AIAA PAPER 80-0188] MILITARY HELICOPTERS	A80-23940	NOISE GENERATORS	
A cooled laminated radial turbine technolo	ďβ	Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x	10 to
demonstration		the 6th	
[AIAA PAPER 80-0300] HILITARY TECHNOLOGY	A80-22748	[AIAA PAPER 80-0035] Modelling low Mach number noise	A80-22729
Principles of electronic warfare - Radar a			A80-23902
MILITEC (MACCITATUC)	A80-23970	A study of production and stimulated emissi	on of
The process of chemical milling in machini	ng	sound by wortex flows	A80-23903
aircraft structures		NOISE MEASUREMENT	
HINIHUM DRAG -	A80-21676	Aircraft noise assessment	A80-22147
Airfoil with minimum relaxation drag		Excess noise from supersonic underexpanded	
MISSILE STRUCTURES	A80-22914	flight. I	A80-23923
Composite material application to the MK12	A R.V	Status of cavity noise phenomena measuremen	
midbay substructure	NOO 17150	suppression on the B-1 aircraft	noo 16202
[AD-A076485] HODENS	N80-17152	HOISE PREDICTION (AIRCRAFT)	N80-16202
Spread-spectrum data link test facility	waa 48333	Aircraft noise assessment	
[AD-A075098] MOTION SIMULATORS	N80-17337	Theory of cross-spectral densities of jet n	180-22147 oise
Vibrational modes of an aircraft simulator	motion		A80-23909
system	A80-23988	Some analytical consideration in jet noise prediction	
Feasibility and concept study to convert t	he	production	A80-23910
NASA/AMES vertical motion simulator to a		Importance of jet temperature on the predic	tion of
helicopter simulator [NASA-CR-152193]	N80-16070	jet noise in flight	A80-23922
SESAME: A system of equations for the sim		NOISE PROPAGATION	
of aircraft in a modular environment [RAE-TR-79008]	N80-17069	Core noise investigation of the CP6-50 turb engine	octan
The influence of simulator motion wash-out	filters	[NASA-CR-159598]	N80-16061
on the performance of pilots when stabil aircraft attitude in turbulence	izing	Core noise investigation of the CF6-50 turb engine	ofan
[NLR-TR-78022-U]	N80-17094	[NASA-CR-159749]	N80-16062
HTBP		NOISE REDUCTION	
The nature of aircraft and complex system reliability and maintainability characte		The case of subsonic jet aircraft noise reduction near airports	•
•	A80-21239	-	A80-21961
NI.		Research aircraft noise reduction in Fr	ance 180-21962
N.		Mixer nozzle noise characteristics turb	
NACELLES Simulated transonic flows for aircraft wit	h	noise reduction	A80-23936
nacelles, pylons, and winglets	. 14	[AIAA PAPER 80-0166] Ground run-up noise control facilities for	
[AIAA PAPER 80-0130]	A80-23933	aircraft: A survey	
NATIONAL AIRSPACE UTILIZATION SYSTEM Report of the FAA task force on aircraft	•	[AD-A075348] Status of cavity noise phenomena measuremen	N80-16067 at and
separation assurance. Volume 1: Execut	ive	suppression on the B-1 aircraft	
summary [AD-A075352]	N80-16050	Experimental evaluation of active and passi	N80-16202
Review and evaluation of national airspace		means of alleviating rotor impulsive nois	
models [AD-A078050]	N80-17047	descent flight [NASA-CR-159188]	N80-16839
[11041	[HEDE CE-100]	MOO 10033

SUBJECT INDEX PASSENGER AIRCRAPT

Jet engine demountable test cell exhaust	system	Optimal design of a linear sampled data c	ontrol
<pre>phase: Coanda/refraction noise suppres concept, advanced development</pre>	sion	system using round robin output feedback	k A80-24267
[AD-A076253] Jet engine class C test cell exhaust syst Coanda/refraction noise suppression	N80-17090 em phase.	OPTIMIZATION Optimization methods in fine-finishing and designing gas-turbine engines Russia	d
concept-advanced development [AD-A075277]	N80-17091	ORBITAL MANEUVERS	A80-23071
Research on helicopter rotor noise [AD-A075259]	N80-17824	Aerobraking and aerocapture for planetary	missions A80-21228
NOISE SPECTRA Investigation of trailing-edge noise		OSCILLATING PLOW	400 21220
	A80-23901	Transonic flow past oscillating airfoils	A80-21233
Theory of cross-spectral densities of jet	A80-23909	Possibility of the onset of self-oscillat: cylindrical bodies situated in longitud: liquid or gas flows in the case of cris:	inal
Research plan for establishing the effect. varying noise exposures on community an	s of time noyance	Computations of the pitching oscillation	A80-21298
and acceptability [NASA-CR-159197]	N80-16577	64A-010 airfoil in the small disturbance [AIAA PAPER 80-0128]	e limit A80-23012
HONDESTRUCTIVE TESTS Composite materials: Testing and design;		Description and report on the calibration unsteady flow wind tunnel, part 1. The	of an
Proceedings of the Fifth Conference, Ne Orleans, La., March 20-22, 1978		lift generated on an airfoil at moderate incidence to a flow containing streaming	e
Crack-detectives foil aircraft failure	A80-21126	oscillations, part 2 [IC-AERO-79-04-PT-1/2]	N80-17040
Holographic interferometry of carbon fiber	A80-24536	OTTO CYCLE Electronic fuel injection techniques for 1	hvdrogen
reinforced plastic wingtips [RAE-TR-78105]	N80-17041	powered I.C. engines	A80-23205
Aerostructure nondestructive evaluation by field techniques		OVERPRESSURE	
[AD-A076541]	N80-17495	 An evaluation of the ADINA finite element for application to aircraft overpressure 	program e
NONLINEAR EQUATIONS A nonlinear problem of static aeroelastic		vulnerability [AD-A074261]	N80-16056
Analytical investigation of the nonlinear	A80-21264	OXIDATION Titanium combustion in turbine engines	
characteristics of a small-aspect rectar		[AD-A075657] Thermal oxidative stability test methods i	N80-16059 For JPTS
NOTCH STRENGTH Stress-intensity factors for two symmetric	c corner	jet fuel [AD-A076374]	N80-17242
cracks	A80-23876	OZONE Circumpolar measurements of ozone, partic	les, and
NOZZLE DESIGN Nixer nozzle noise characteristics tu	rhofan	carbon monoxide from a commercial airlin	er
noise reduction [AIAA PAPER 80-0166]		OZONOMETRY	A80-21460
NOZZLE FLOW	A80-23936	Summary of aircraft results for 1978 south Virginia urban plume measurement study of	eastern of ozone,
Mixer nozzle noise characteristics tur noise reduction	rbotan	nitrogen oxides, and methane [NASA-TM-80146]	N80-16575
[AIAA PAPER 80-0166] NUMERICAL CONTROL	A80-23936	n	
The shapes of things to come - An introduc the capabilities of the British Aerospac		PARACHUTE DESCRIT	
Numerical Master Geometry System computer-aided design and manufacturing aerodynamic surfaces		Pyrotechnic delay cutters for more severe accelleration and temperature environmen	
•	A80-23351	Mid-Air Retrieval System (MARS) for remo piloted vehicle	tely
NUMERICAL FLOW VISUALIZATION An experimental and numerical investigation	on of a	PARACHUTE PABRICS	A80-23462
three-dimensional shock wave separated t boundary layer	turbulent	<pre>Development of a hot wire initiated pyrotechnic-propellant gas source for a</pre>	
[AIAA PAPER 80-0002] Simulated transonic flows for aircraft with	A80-22727	parachute ejection system	A80-23461
nacelles, pylons, and winglets [AIAA PAPER 80-0130]	A80-23933	PARACHUTES	
[1111 111 21 00 0130]	A00-23333	A spin-recovery parachute system for light aviation airplanes	general
O		The fracture of a parachute hook: A case	A80-21122 study of
OMMIDIRECTIONAL ANTENNAS Controlling adaptive antenna arrays with t sample matrix inversion algorithm	he	the role of materials parameters in reli analysis [ARL-MAT-NOTE-125]	ability
·	A80-23283	PARALLEL PROCESSING (COMPUTERS)	N80-17506
OBBOARD RQUIPHRET Determination of the aerodynamic character of a flight vehicle from onboard measure		Bit slices in a radar processor for ta detectability improvement	rget A80-23530
OPERATIONS RESEARCH	A80-21293	PASSAGRWAYS	200 2000
Airport capacity and delays		Evaluation of the potential for reduced longitudinal spacing on final approach	
DPTINAL CONTROL	A80-21121	[AD-A076434] PASSENGER AIRCRAFT	N80-16049
Development of a program for controlling to of bank of an orbital aircraft during en	the angle stry into	Toward new small transports for commuter a	irlines A80-21224
the atmosphere	A80-21279	Production of wide-body aircraft Russi	an book
Optimal output feedback for systems having feedthrough of control applied to tu engine regulator design	direct	The An-24 aircraft - Design and maintenanc revised and enlarged edition/ Russia	n book
and the rederator destan	A80-24266		A80-23084

SUBJECT INDEX

Safety and comfort - The airliner cabin	100 22700	POWERED LIFT AIRCRAFT	
PAVERENTS	A80-23799	The structure-free thrust-doubling of inse aircraft - The possibility of using	ct-like
Shrinkage-compensating cement for airport		insect-flight /thrust-flight/ on a large	
pavement, phase 2 [AD-A075739]	N80-16197	technical scale	A80-2337
PERFORATED PLATES		PREDICTION ANALYSIS TECHNIQUES	B00-2337
Stress-intensity factors for two symmetric cracks	corner	Prediction of dynamic properties of a roto	
CLUCKS	A80-23876	supported by hydrodynamic bearings using finite element method	tre
PERFORMANCE TESTS		[CETIM-1-4A-29-0]	N80-1748
The nature of aircraft and complex system reliability and maintainability characte	ristics	PRESSURE DISTRIBUTION A comparison of calculated and experimenta	1 1if+
	A80-21239	and pressure distributions for several	
Wind tunnel design and performance for rou turbulent boundary layer	gh wall	helicopter rotor sections [NASA-TM-81160]	N80-1603
	A80-21980	Experimental study of the aerodynamics of	a
Summary of transponder data performanc of transponders and altimeters during fl		helicopter rotor blade model in an unste regime during wind tunnel tests	ady flow
operations	-,	[AAAF-NT-79-21]	N80-1703
[AD-A075486] Experimental evaluation of a low emissions	N80-17048	PRESSURE DROP Determination of start-up pressure losses	for
performance duct burner for Variable Cyc		gas-turbine engine compressors	101
Engines (VCE) [NASA-CR-159694]	N80-17074	PRESSURE SENSORS	A80-2105
PERTURBATION THEORY	200 17074	Some dynamic and time-averaged flow measur	ements
A perturbation theory of two-dimensional t wind tunnel wall interference	ransonic	in a turbine rig	
[AD-A071167]	N80-17092	PRESTRESSING	A80-2112
PILOT PERFORMANCE	6:11	Design study of prestressed rotor spar con	
The influence of simulator motion wash-out on the performance of pilots when stabil		[NASA-CR-159086] PRODUCT DEVELOPMENT	N80-1706
aircraft attitude in turbulence	-	Development of lightweight transformers fo	r ·
[NLR-TR-78022-U] PILOTLESS AIRCRAFT	N80-17094	airborne high power supplies [AD-A076215]	N80-1736
Pyrotechnic delay cutters for more severe		PRODUCTION ENGINEERING	1100 1750
accelleration and temperature environmen Mid-Air Retrieval System (MARS) for remo		Composites in aircraft manufacturing - An impressive rise in Western Europe	
piloted vehicle		impressive rise in western butope	A80-2192
PIPELINING (COMPUTERS)	A80-23462	The shapes of things to come - An introduc the capabilities of the British Aerospac	
Bit slices in a radar processor for ta	rget	Numerical Master Geometry System	e
detectability improvement	A80-23530	<pre>computer-aided design and manufacturing aerodynamic surfaces</pre>	of
PISTON ENGINES			A80-2335
Exhaust emissions characteristics for a ge		PROFILE METHOD (PORECASTING)	A80-2335
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2BD piston engine [AD-A075355]		PROFILE METHOD (PORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base	ce
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2BD piston engine	neral N80-17070	PROFILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa	
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2BD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary	neral N80-17070	PROFILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136]	ce
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2BD piston engine [AD-AO75355] PLAMETARY ORBITS	neral N80-17070 missions	PROFILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models	ce N80-1605 N80-1704
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2BD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk	neral N80-17070 missions	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING	ce N80-1605 N80-1704 s and
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2BD piston engine [AD-A075355] PLAHETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION	neral N80-17070 missions A80-21228 A80-21096	PROFILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet	ce N80-1605 N80-1704
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZBD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor	neral N80-17070 missions A80-21228 A80-21096	PROFILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER PANS Vortex shedding mechanisms in relation to	ce N80-1605 N80-1704 s and A80-2193
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2BD piston engine [AD-A075355] PLAHETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor	neral N80-17070 missions A80-21228 A80-21096 tex sink A80-21295	PROPILE METHOD (PORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS	ce N80-1605 N80-1704 s and A80-2193
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZBD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PHEUNATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo	neral N80-17070 missions A80-21228 A80-21096 tex sink A80-21295	PROFILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS	ce N80-1605 N80-1704 s and A80-2193 tip
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZBD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEPORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PMEUMATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306	neral N80-17070 missions A80-21228 A80-21096 tex sink A80-21295	PROFILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLABMING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime	ce N80-1605 N80-1704 s and A80-2193 tip
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZDD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PMEUHATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306 POLYIMIDE RESINS	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tt of unit - A80-21241	PROFILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125]	ce N80-1605 N80-1704 s and A80-2193 tip
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZBD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEPORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PMEUMATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tt of unit - A80-21241	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SISTEM COMFIGURATIONS	ce N80-1605 N80-1704 s and A80-2193 tip N80-1707 be
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2DD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PHEUNATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306 POLYIMIDE RESINS Composite material application to the MK12 imidbay substructure [AD-A076485]	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tt of unit - A80-21241	PROPILE METHOD (PORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER PANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM CONFIGURATIONS The innovative application of boost engine technology to the design of a variety of	ce N80-1605 N80-1704 s and A80-2193 tip N80-1707 he
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZBD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PHEUNATIC RQUIPMENT INVESTIGATION into the reliability and cos ownership of the Plessey air motor servo Type 306 POLYMIDE RESINS Composite material application to the MK12 * midbay substructure [AD-A076485] POLYMER HATRIX COMPOSITE MATERIALS	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tt of unit - A80-21241 ARV N80-17152	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft	ce N80-1605 N80-1704 s and A80-2193 tip N80-1707 he
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2DD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PHEUNATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306 POLYIMIDE RESINS Composite material application to the MK12 imidbay substructure [AD-A076485]	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 at of unit - A80-21241 ARV N80-17152	PROPILE METHOD (PORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER PANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM CONFIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL FACTORS	ce N80-1605 N80-1704 s and A80-2193 tip N80-1707 he
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZBD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PNEUMATIC RQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306 POLYIMIDE RESINS Composite material application to the MK12 ** midbay substructure [AD-A076485] POLYHER MATRIX COMPOSITE MATERIALS Resin matrices and their contribution to coproperties	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tt of unit - A80-21241 ARV N80-17152	PROFILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190]	ce N80-1605 N80-1704 s and A80-2193 tip N80-1707 he A80-2273
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZBD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEPORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PMEUHATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306 POLITHIDE RESINS Composite material application to the MK12 † midbay substructure [AD-A076485] POLYHER HATRIX COMPOSITE MATERIALS Resin matrices and their contribution to c	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 at of unit - A80-21241 ARV N80-17152 composite A80-22262	PROPILE METHOD (PORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER PANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTRAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM CONFIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL PACTORS Human factors in aircraft accidents	ce N80-1605 N80-1704 s and A80-2193 tip N80-1707 he A80-2273
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZDD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PNEUNATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306 POLITIMIDE RESINS Composite material application to the MK12 * midbay substructure [AD-A076485] POLYMER MATRIX COMPOSITE MATERIALS Resin matrices and their contribution to c properties POLYURETHANE FOAM Charging of jet fuel on polyurethane foams	neral N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 t of unit - A80-21241 ARV N80-17152 composite A80-22262	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL FACTORS Human factors in aircraft accidents PYLONS Computational and simplified analytical tr	ce N80-1605 N80-1704 s and A80-2193 tip N80-1707 he A80-2273
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2DD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor Orbeunatic Equipment Investigation into the reliability and cost ownership of the Plessey air motor servor Type 306 POLYIMIDE RESINS Composite material application to the MK12 midbay substructure [AD-A076485] POLYIMER HATRIX COMPOSITE MATERIALS Resin matrices and their contribution to comproperties POLYURETHANE POAM Charging of jet fuel on polyurethane foams Investigation of rapidly deployable plasting systems. Volume 1: System development	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 at of unit - A80-21241 ARV N80-17152 composite A80-22262 A80-23263 c foam	PROPILE METHOD (PORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER PANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTRAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM CONFIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL PACTORS Human factors in aircraft accidents	ce N80-1605 N80-1704 s and A80-2193 tip N80-1707 he A80-2273
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2DD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PNEUMATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306 POLYIMIDE RESINS Composite material application to the MK12 † midbay substructure [AD-A076485] POLYMER MATRIX COMPOSITE MATERIALS Resin matrices and their contribution to c properties POLYURETHANE FORM Charging of jet fuel on polyurethane foams Investigation of rapidly deployable plasti systems. Volume 1: System development [AD-A076332]	neral N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 t of unit - A80-21241 ARV N80-17152 composite A80-22262	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL PACTORS Human factors in aircraft accidents PYLOMS Computational and simplified analytical tr of transonic wing-fuselage-pylon-store interactions [AIAA PAPER 80-0127]	ce N80-1605 N80-1704 s and A80-2193 tip N80-1707 he A80-2274 A80-2274
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2DD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor Orbunatic Equipment Investigation into the reliability and cost ownership of the Plessey air motor servotype 306 POLYIMIDE RESINS Composite material application to the MK12 midbay substructure [AD-A076485] POLYHER MATRIX COMPOSITE MATERIALS Resin matrices and their contribution to coproperties POLYURETHANE FORM Charging of jet fuel on polyurethane foams Investigation of rapidly deployable plastic systems. Volume 1: System development [AD-A076332] POLYURETHANE RESINS Investigation of rapidly deployable plastic investigation in the presence of a vor investigation in the	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tof unit - A80-21241 A RV N80-17152 composite A80-22262 A80-23263 c foam N80-17222	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL PACTORS Human factors in aircraft accidents PYLONS Computational and simplified analytical tr of transonic wing-fuselage-pylon-store interactions [AIAA PAPER 80-0127] Simulated transonic flows for aircraft wit nacelles, pylons, and winglets	n80-1605 n80-1704 s and a80-2193 tip n80-1707 he a80-2274 a80-2274 a80-2301 h
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZBD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PMEUHATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306 POLYIMIDE RESINS Composite material application to the MK12 * midbay substructure [AD-A076485] POLYHER HATRIX COMPOSITE MATERIALS Resin matrices and their contribution to coproperties POLYURETHANE POAM Charging of jet fuel on polyurethane foams Investigation of rapidly deployable plasti systems. Volume 1: System development [AD-A076332] POLYURETHANE RESINS Investigation of rapidly deployable plasti systems. Volume 1: System development	neral N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tof unit - A80-21241 tA RV N80-17152 composite A80-22262 ta80-23263 c foam N80-17222 c foam	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL PACTORS Human factors in aircraft accidents PYLONS Computational and simplified analytical tr of transonic wing-fuselage-pylon-store interactions [AIAA PAPER 80-0127] Simulated transonic flows for aircraft wit nacelles, pylons, and winglets [AIAA PAPER 80-0130]	ce N80-1605 N80-1704 s and A80-2193 tip N80-1707 he A80-2274 A80-2274
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2DD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor Orbeunatic Equipment Investigation into the reliability and cost ownership of the Plessey air motor servotype 306 POLYIMIDE RESINS Composite material application to the MK12 midbay substructure [AD-A076485] POLYIMER HATRIX COMPOSITE MATERIALS Resin matrices and their contribution to comproperties POLYURETHANE POAM Charging of jet fuel on polyurethane foams Investigation of rapidly deployable plastity systems. Volume 1: System development [AD-A076332] POLYURETHANE NESIHS Investigation of rapidly deployable plastity systems. Volume 1: System development [AD-A076332] POLYURETHANE NESIHS Investigation of rapidly deployable plastity systems. Volume 1: System development [AD-A076332]	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tt of unit - A80-21241 ARV N80-17152 composite A80-22262 A80-23263 c foam N80-17222 c foam	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTRRAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL PACTORS Human factors in aircraft accidents PYLONS Computational and simplified analytical tr of transonic wing-fuselage-pylon-store interactions [AIAA PAPER 80-0127] Simulated transonic flows for aircraft wit nacelles, pylons, and winglets [AIAA PAPER 80-0130] PYROTECHNICS Development of a hot wire initiated	n80-1605 n80-1704 s and a80-2193 tip n80-1707 he a80-2274 a80-2274 a80-2301 h
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZBD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PMEUNATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306 POLITHIDE RESINS Composite material application to the MK12 midbay substructure [AD-A076485] POLYMER HATRIX COMPOSITE MATERIALS Resin matrices and their contribution to coproperties POLYURETHAME POAM Charging of jet fuel on polyurethane foams Investigation of rapidly deployable plastic systems. Volume 1: System development [AD-A076332] POLYURETHAME RESINS Investigation of rapidly deployable plastic systems. Volume 1: System development [AD-A076332] POSITION (LOCATION) Dipole broadside glide slope array for	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tt of unit - A80-21241 ARV N80-17152 composite A80-22262 A80-23263 c foam N80-17222 c foam	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL PACTORS Human factors in aircraft accidents PYLOMS Computational and simplified analytical tr of transonic wing-fuselage-pylon-store interactions [AIAA PAPER 80-0127] Simulated transonic flows for aircraft wit nacelles, pylons, and winglets [AIAA PAPER 80-0130] PYROTECHNICS Development of a hot wire initiated pyrotechnic-propellant gas source for a	n80-1605 n80-1704 s and a80-2193 tip n80-1707 he a80-2274 a80-2274 a80-2301 h
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2DD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor Investigation into the reliability and cost ownership of the Plessey air motor servotype 306 POLYIMIDE RESINS Composite material application to the MK12 midbay substructure [AD-A076485] POLYIMER HATRIX COMPOSITE MATERIALS Resin matrices and their contribution to comproperties POLYURETHANE POAM Charging of jet fuel on polyurethane foams Investigation of rapidly deployable plastity systems. Volume 1: System development [AD-A076332] POLYURETHANE RESINS Investigation of rapidly deployable plastity systems. Volume 1: System development [AD-A076332] POSITION (LOCATION) Dipole broadside glide slope array for systems [AD-A077042]	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tt of unit - A80-21241 ARV N80-17152 composite A80-22262 A80-23263 c foam N80-17222 c foam	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTRRAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL PACTORS Human factors in aircraft accidents PYLONS Computational and simplified analytical tr of transonic wing-fuselage-pylon-store interactions [AIAA PAPER 80-0127] Simulated transonic flows for aircraft wit nacelles, pylons, and winglets [AIAA PAPER 80-0130] PYROTECHNICS Development of a hot wire initiated	n80-1605 n80-1704 s and a80-2193 tip n80-1707 he a80-2274 a80-2274 a80-2301 h
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-JZBD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEPORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor PNEUMATIC EQUIPMENT Investigation into the reliability and cos ownership of the Plessey air motor servo Type 306 POLITHIDE RESINS Composite material application to the MK12 midbay substructure [AD-A076485] POLYMER HATRIX COMPOSITE MATERIALS Resin matrices and their contribution to coproperties POLYURETHANE FOAM Charging of jet fuel on polyurethane foams Investigation of rapidly deployable plasti systems. Volume 1: System development [AD-A076332] POLYURETHANE RESINS Investigation of rapidly deployable plasti systems. Volume 1: System development [AD-A076332] POSITIOM (LOCATION) Dipole broadside glide slope array for systems [AD-A077042] POTENTIAL FLOW	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tt of unit - A80-21241 tA RV N80-17152 composite A80-22262 A80-23263 c foam N80-17222 c foam N80-17222 landing N80-16047	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL PACTORS Human factors in aircraft accidents PYLOMS Computational and simplified analytical tr of transonic wing-fuselage-pylon-store interactions [AIAA PAPER 80-0127] Simulated transonic flows for aircraft wit nacelles, pylons, and winglets [AIAA PAPER 80-0130] PYROTECHNICS Development of a hot wire initiated pyrotechnic-propellant gas source for a	n80-1605 n80-1704 s and a80-2193 tip n80-1707 he a80-2274 a80-2274 a80-2301 h a80-2393
Exhaust emissions characteristics for a ge aviation light-aircraft Avco Lycoming TIO-540-J2DD piston engine [AD-A075355] PLANETARY ORBITS Aerobraking and aerocapture for planetary PLASTIC DEFORMATION Vibrations of a rotating deformable disk PLATES (STRUCTURAL MEMBERS) Flow over a plate in the presence of a vor Investigation into the reliability and cost ownership of the Plessey air motor servotype 306 POLYIMIDE RESINS Composite material application to the MK12 midbay substructure [AD-A076485] POLYIMER HATRIX COMPOSITE MATERIALS Resin matrices and their contribution to comproperties POLYURETHANE POAM Charging of jet fuel on polyurethane foams Investigation of rapidly deployable plastity systems. Volume 1: System development [AD-A076332] POLYURETHANE RESINS Investigation of rapidly deployable plastity systems. Volume 1: System development [AD-A076332] POSITION (LOCATION) Dipole broadside glide slope array for systems [AD-A077042]	N80-17070 missions A80-21228 A80-21096 tex sink A80-21295 tt of unit - A80-21241 tA RV N80-17152 composite A80-22262 A80-23263 c foam N80-17222 c foam N80-17222 landing N80-16047	PROPILE METHOD (FORECASTING) Technological forecasting-aircraft design. Citations from the International Aerospa Abstracts data base [NTIS/PS-79/1017/7] Cargo generation forecasting models [AD-A076136] PROJECT PLANNING Systems analysis for planning of air fleet maintenance facilities PROPELLER FANS Vortex shedding mechanisms in relation to clearance flows and losses in axial fans [ARC-R/M-3829] PROPELLER SLIPSTREAMS Propeller slipstream/wing interaction in t transonic regime [AIAA PAPER 80-0125] PROPULSION SYSTEM COMPIGURATIONS The innovative application of boost engine technology to the design of a variety of tactical and strategic aircraft [AIAA PAPER 80-0190] PSYCHOLOGICAL PACTORS Human factors in aircraft accidents PYLOMS Computational and simplified analytical tr of transonic wing-fuselage-pylon-store interactions [AIAA PAPER 80-0127] Simulated transonic flows for aircraft wit nacelles, pylons, and winglets [AIAA PAPER 80-0130] PYROTECHNICS Development of a hot wire initiated pyrotechnic-propellant gas source for a	n80-1605 n80-1704 s and a80-2193 tip n80-1707 he a80-2274 a80-2274 a80-2301 h a80-2393

SUBJECT INDEX RESONANT VIBRATION

Pyrotechnic delay cutters for more severe		REGRESSION ANALYSIS	
accelleration and temperature environment Mid-Air Retrieval System (MARS) for remo		The application of a parameteric method of load measurement to wings based on flight	
piloted vehicle	A80-23462	measurements on a Lightning Mk T5 [ARC-R/M-3836] REGULATORS	N80-17068
Q		Optimal output feedback for systems having feedthrough of control applied to tu	
QUALITY CONTROL	(1 B D D M (engine regulator design	
All-Equipment Production Reliability Tests for the F-15	/AEPRI/	RELIABILITY	A80-24266
Patigue strength testing employed for evaluant and acceptance of jet-engine instrumentations.		The nature of aircraft and complex system reliability and maintainability character	A80-21239
probes [NASA-TH-81402] QUEURING THEORY	N80-17422	Investigation into the reliability and cost ownership of the Plessey air motor servo	
Airport capacity and delays		Type 306	A80-21241
Systems analysis for planning of air fleet:	A80-21121 s and	RELIABILITY ANALYSIS The reliability of the mechanical component	ts of
maintenance facilities	A80-21935	flight vehicles Russian book	A80-23086
		All-Equipment Production Reliability Tests	
R		for the F-15	100 22062
RADAR APPROACH CONTROL		The fracture of a parachute hook: A case :	A80-23962 study of
Air traffic control - Italian prospects	A80-21966	the role of materials parameters in reliant analysis	ability
RADAR BEACONS Transponder Performance Analyzer (TPA) [AD-A075783]	N80-16048	[ARL-MAT-NOTE-125] RELIABILITY ENGINEBRING Reliability of aircraft mechanical systems	N80-17506
RADAR DETECTION Design of a wind shear detection radar for		equipment; Proceedings of the Conference, London, England, September 20, 1978	
PLAIR BOUTHERS	A80-21429	P-ult	A80-21238
Principles of electronic warfare - Radar as	nd EW	Fault-surviving flight control avionics	A80-21750
RADAR NAVIGATION	A80-23970	The reliability of the mechanical component flight vehicles Russian book	ts of
Airborne radar - Evolution and diversificat	110n A80-24382	Patigue strength testing employed for evaluation	A80-23086
RADAR SCANNING Principles of electronic warfare - Radar as		and acceptance of jet-engine instrumentat probes	tion
RADAR TRACKING	A80-23970	[NASA-TM-81402] REMOTE SENSORS	N80-17422
Bit slices in a radar processor for tag detectability improvement	rget	The role of satellite altimetry in climate [NASA-TP-1570]	studies N80-16676
RADIAL FLOW	A80-23530	REMOTELY PILOTED WHICLES Pyrotechnic delay cutters for more severe	
High temperature radial turbine demonstrat: [AIAA PAPER 80-0301]	A80-22749	accelleration and temperature environment Mid-Air Retrieval System (MARS) for remote	
RANDON LOADS Variations in crack growth rate behavior		piloted vehicle	A80-23462
-	A80-23858	BESBARCH AIRCRAFT	
RANDOM VIBRATION Application of random time domain analysis	to	NASA quiet short-haul research aircraft experimenters handbook	
dynamic flight measurements B-1 airci		[NASA-TH-81162] RESBARCH AND DEVELOPMENT	N80-16024
RAY TRACING		Research developments for aircraft safety	
A ray-theory approach for high-frequency engine-intake noise		RESEARCH MANAGEMENT	A80-22148
REAL GASES	A80-23916	Research on helicopter rotor noise [AD-A075259]	N80-17824
Full scale aircraft simulation with cryogen tunnels and status of the National Transc		RESIDENTIAL AREAS Research plan for establishing the effects	
Pacility	A80-24090	varying noise exposures on community anno and acceptability	
RECEIVERS Results of a Loran-C flight test using an a		[NASA-CR-159197] RESIES	N80-16577
data reference		Resin matrices and their contribution to co	omposite
[NASA-CR-162751] RECTANGULAR WINGS	N80-16051	properties `	A80-22262
The relationship between the critical rever divergence speeds for a straight wing	rsal and	RESONANT PREQUENCIES Calculation of natural frequencies and mode	o chance
	A80-21310	of mass loaded aircraft structures	-
Analytical investigation of the nonlinear characteristics of a small-aspect rectangular control of the control		RESONANT VIBRATION	N80-17278
Calculation of the supersonic flow field w.		The reduction of dynamic interference by sound-absorbing walls in the RAE 3 foot	wind
vortices behind a slender rectangular wi	ng 180-21320	tunne1 [ARC-R/M-3837]	N80-17093
REBETTY VEHICLES Composite material application to the MK12.	A RV	The use of sound absorbing walls to reduce interference in wind tunnels	_
midbay substructure [AD-A076485]	N80-17152	[ARC-R/M-3831] Vibrations of a compressor blade with slip	N80-17096 at the
REGIONAL PLANNING Organization of regional airports	· · · · · · · · · · · · · · · · · · ·	root	N80-17263
- · ·	A80-22725		_

REVERSED PLOW		Infrared runway collision avoidance system	analveie
The relationship between the critical rever	rsal and	carbon dioxide lasers	unuijaia
divergence speeds for a straight wing	100 24240	[AD-A078131]	N80-16069
REYNOLDS BUMBER	180-21310	RUPTURING	
Noise generation by a lifting wing/flap		Development of a standard methodology for correlation and extrapolation of elevate	the
combination at Reynolds numbers to 2.8 x	10 to	temperature creep and rupture data. Vol	u 11 ma 2 *
the 6th		A state-of-the-art review	ume 2.
[AIAA PAPER 80-0035]	A80-22729	[EPRI-FP-1062-VOL-2]	N80-16152
The proposed Boeing Supersonic Wind Tunnel Reynolds number insert	high	_	
. 1	A80-24089	S	
RIGID ROTORS		SAFETY DEVICES	
A rotor supported without contact - Theory	and	Advanced design aircrew protective restrai	nt systems
application	300 22000	[AD-A0/6061]	N80-17046
RIVETING	A80-23980	SAPETY PACTORS	
Mechanical fasteners dominating aerospace -		Small Transport Aircraft Technology	A80-21225
aircraft and spacecraft structural joining	ıg	Safety of liquid hydrogen in air transport	ation
techniques		[LA-UR-79-1416]	N80-16236
BOCKET ENGINES	A80-23335	SAPETY MANAGEMENT	
Introduction to aerospace technology Bu	ssian	Report of the PAA task force on aircraft separation assurance. Volume 1: Execut	
book		summary	1.A6
DOMANY HINGS	A80-23080	[AD-A075352]	N80-16050
A comparison of calculated and experimental	1:54	SANDWICH STRUCTURES	
and pressure distributions for several	LIIT	Technology of adhesive bonding of aircraft	parts
helicopter rotor sections		/2nd revised and enlarged edition/ R	ussian
[NASA-TM-81160]	N80-16036		A80-23066
Synthesis of unsteady aerodynamic problems		SATELLITE NAVIGATION SYSTEMS	
concerning helicopters [AAAF-NT-79-19]	N80-17035	An overview of the NAVSTAR Global Position:	ing
Research on helicopter rotor noise	MOV- 17033	System and the Navy Navigation Satellite	
[AD-A075259]	N80-17824	SCALE (RATIO)	A80-24712
ROTATING DISKS		The scaling of bird impact loads	
Vibrations of a rotating deformable disk	.00 04000	[AD-A075215]	N80-17045
ROTOR ARRODYNAMICS	A80-21096	SCALE HODELS	_
Synthesis of unsteady aerodynamic problems		Determination of the aerodynamic character: of a flight wehicle from onboard measure:	istics
concerning helicopters		or a reside them onboard measure	A80-21293
	N80-17035	Progress report on a cryogenic pilot transc	onic
Experimental study of the aerodynamics of a helicopter rotor blade model in an unstea	du flan	wind tunnel driven by induction	
regime during wind tunnel tests	dy 110#	Invoctigation of ground off	A80-24092
[AAAF-NT-79-21]	N80-17036	Investigation of ground effects on large an scale models of a three fan V/STOL aircra	nd small
Aerodynamic performances of three fan stato	r	configuration	iic
designs operating with rotor having tip s 337 meters per second and pressure ratio	peed of	[NASA-CR-152240]	N80-16030
1.54. 1: Experimental performance	01	SCINTILLATION The officer of countries	
[NASA-TP-1610]	N80-17071	The effect of equatorial ionospheric distur on aircraft-to-satellite communications	bance
ROTOR BLADES		The second secon	A80-22103
Patigue data on a variety of nonwoven glass composites for helicopter rotor blades		SCREENS	
	A80-21136	Calculation of the flow past a body of arbi configuration, moving in an ideal fluid a	trary
ROTOR BLADES (TURBONACHIMERY)		flat surface	ibove a
Experimental evaluation of active and passi	ve _.		A80-21283
means of alleviating rotor impulsive nois descent flight	e in	SEALS (STOPPERS)	
E WA CA. OD 4501003	N80-16839	Transport phenomena in labyrinth seals of turbomachines Prench thesis	
Aerodynamic-structural analysis of dual bla	ded	carbomachines Flench thesis	A80-23374
helicopter systems [NASA-CR-162754]		Some considerations of the performance of t	WO 23374
Design study of prestressed rotor spar conc	N80-17061	noneycomb gas path seal material systems	
[NASA-CR-159086]	N80-17062	[NASA-TM-81398] SEASAT-A SATELLITE	N80-16143
ROTOR LIFT		The role of satellite altimetry in climate	studice
A comparison of calculated and experimental and pressure distributions for several	lift	[NASA-TP-15/0]	N80-16676
helicopter rotor sections		SEATS	
[NA SA-TM-81160]	N80-16036	Safety and comfort - The airliner cabin	100 00700
ROTOR SYSTEMS RESEARCH AIRCRAFT		SECONDARY RADAR	A80-23799
Helicopter /RSRA/ in-flight escape system - Component qualification		The Aircraft Reply and Interference Environ	ment
	A80-23460	Simulator (ARIES). Volume 1: Principles	of
ROTORS	HOU-25400	operation [AD-A074542]	200 46000
Vibrations of a rotating deformable disk		The Aircraft Reply and Interference Environ	N80-16044 ment
Prediction of dynamic properties of a rotor	A80-21096	Simulator (ARIES). Volume 2: Appendices	to the
supported by hydrodynamic bearings using	tho	principles of operation	
finite element method	· · ·	[AD-A074482] SELF ADAPTIVE CONTROL SYSTEMS	N80-16045
[CETIM-1-4A-29-0]	N80-17482	Digital adaptive controllers for VTOL vehic	les.
RUNWAY LIGHTS Optimum intensity setting of approach and a		volume :: Concept evaluation	
Optimum intensity setting of approach and rulight systems	unway	[NASA-CR-159154-VOL-17	N80-16065
[AD-A075485]	N80-16046	Digital adaptive controllers for VTOL vehic Volume 2: Software documentation	les.
RUNWAYS	-		N80-16066
Airport capacity and delays	100-21124	•	
	A80-21121		

SUBJECT INDEX STATISTICAL ANALYSIS

SELF OSCILLATION Possibility of the onset of self-oscillation cylindrical bodies situated in longituding the cylindrical bodies situated the cylind	nal	SOCIAL FACTORS Organization of regional airports	A80-22725
liquid or gas flows in the case of crisis	s of drag A80-21298	SOUND GENERATORS Some analytical consideration in jet noise prediction	
Improvement of control system dynamics of	means of	•	A80-23910
additional hydraulic load feedback	A80-21260	SOUND PROPAGATION Some analytical consideration in jet noise prediction	
A study of production and stimulated emiss	ion of	•	A80-23910
sound by vortex flows	A80-23903	A ray-theory approach for high-frequency engine-intake noise	
Investigation of rapidly deployable plastic	c foam	SPACE EXPLORATION	A80-23916
systems. Volume 1: System development [AD-A076332]	N80-17222	Aerobraking and aerocapture for planetary m	issions A80-21228
SHOCK LOADS The Shock and Vibration Bulletin. Part 3:		SPACE MISSIONS Aerobraking and aerocapture for planetary materials are also as a second secon	issions
Structure medium interaction, case studi dynamics		SPACE SHUTTLE ORBITERS	A80-21228
[NASA-CR-162473]	N80-17293	Orbiter landing loads math model description	n and
SHOCK WAVE INTERACTION Analysis of two-dimensional interactions b	etween	correlation with ALT flight data [NASA-RP-1056]	N80-16091
shock waves and boundary layers	A80-21232	SPACECRAPT COMMUNICATION The effect of equatorial ionospheric distur	hance
The interaction of three shock waves		on aircraft-to-satellite communications	
SHOCK WAVE PROPAGATION	A80-21313	SPACECRAPT CONTROL	A80-22103
Approximate method of determining the wave a profile in the presence of a local sup		Introduction to aerospace technology Ru book	
region	A80-21319	SPACECRAPT LANDING	A80-23080
Experiments on the diffraction of weak bla - The von Neumann paradox	st waves	Orbiter landing loads math model description correlation with ALT flight data	on and
SHOCK WAVES	A80-24360	[NASA-RP-1056] SPACECRAFT POWER SUPPLIES	N80-16091
An experimental and numerical investigatio three-dimensional shock wave separated t		Introduction to aerospace technology Rubook	ıssian
boundary layer			A80-23080
[AIAA PAPER 80-0002] SHORT HAUL AIRCRAFT Short haul transport for the 1990s	A80-22727	SPACECRAFT PROPULSION Introduction to aerospace technology Ru book	ssian
	A80-22046		A80-23080
de Havilland - The changes ahead NASA quiet short-haul research aircraft	A80-23304	SPACECRAPT RELIABILITY The reliability of the mechanical component flight vehicles Russian book	s of
experimenters' handbook	N80-16024	SPACECRAFT STRUCTURES	A80-23086
[NASA-TM-81162] SHORT TAKBOFF AIRCRAFT		Composites for aerospace applications	
Flight tests of the total automatic flight system (Tafcos) concept on a DHC-6 Twin aircraft		Aerostructure nondestructive evaluation by field techniques	A80-21127 thermal
[NASA-TP-1513]	N80-17081	[AD-A076541]	N80-17495
SHRINKAGE Shrinkage-compensating cement for airport		A spin-recovery parachute system for light	general
pavement, phase 2 [AD-A075739]	N80-16197	aviation airplanes	A80-21122
SIGNAL MEASUREMENT Design of a wind shear detection radar for	airports	SPOILERS The 737 graphite composite flight spoiler is	light
SIGNAL PROCESSING	A80-21429	service evaluation [NASA-CR-159094]	N80-17147
Controlling adaptive antenna arrays with t sample matrix inversion algorithm	he	SPREAD SPECTRUM TRANSMISSION Spread-spectrum data link test facility	
SIMULATION	A80-23283	[AD-A075098] STABILITY DERIVATIVES	N80-17337
Air traffic control/full beacon collision avoidance system, Knoxville simulation	•	Comparison of analytical and flight test identified aerodynamic derivatives for a	
[AD-A074555]	N80-16043	tandem-rotor transport helicopter	WOO 47000
SKIN (STRUCTURAL MEMBER) Effect of service environment on F-15 boro	n/epoxy	[NASA-TP-1581] STABILIZERS (FLUID DYNAMICS)	N80-17060
stabilator [AD-A076493] SKYLAB PROGRAM	N80-17064	Advanced composite material applications to structure	A80-21129
The role of satellite altimetry in climate		Effect of service environment on F-15 boron	
[NASA-TP-1570] SLENDER WINGS	N80-16676	stabilator [AD-A076493]	N80-17064
Some parametric relations for designing large-aspect wings		STATIC AERODYNAMIC CHARACTERISTICS A nonlinear problem of static aeroelasticit	
	A80-21294	•	A80-21264
Means for controlling aerodynamically indu equipment to control twisting of sle wings due to aerodynamic loads		STATISTICAL ANALYSIS Design of a wind shear detection radar for	airports A80-21429
[NASA-CASE-LAR-12175-1]	N80-16055	Airport activity statistics of certificated	
SLIP PLOW Hypersonic slipflow of a viscous gas over slender delta wing	a	air carriers [AD-A076194]	N80-17089
STander deted Arna	A80-21286		
•			

STATOR BLADES SUBJECT INDEX

STATOR BLADES		STRUCTURAL ENGINEERING	
Aerodynamic performances of three fan stat designs operating with rotor having tip	tor	Dipole broadside glide slope array for	landing
337 meters per second and pressure ratio		systems [AD-A077042]	N80-16047
1.54. 1: Experimental performance [NASA-TP-1610]	N80-17071	STRUCTURAL PAILURE Crack-detectives foil aircraft failure	
STEADY PLOW		crack-detectives foil aircraft failure	A80-24536
Calculation of the aerodynamic characterise an aircraft at supersonic speeds	stics of	STRUCTURAL INFLUENCE COEFFICIENTS	
	A80-21255	Calculation of some aerodynamic characteris a flexible aircraft by an influence coef	itics of icient
Flow of a compressible fluid over an isola airfoil and through a cascade	ated	method	
· ·	A80-21302	STRUCTURAL RELIABILITY	A80-21343
A study of production and stimulated emiss	sion of	Design for continuing structural integrity commercial aircraft	of
sound by wortex flows	100 22002		A80-24138
STRESS ANALYSIS	A80-23903	STRUCTURAL STABILITY Some parametric relations for designing	
Effects of idealizing three-dimensional go with two-dimensional models in temperate		large-aspect wings	
stress analysis of engine components	are and	The reliability of the mechanical component	A80-21294 s of
Additional information about FALSTAFF	A80-24310	flight vehicles Russian book	
aircraft loading standard for fatigue ex	valuation	On interfacing structural information and l	180-23086 oading
[NLR-TR-79056-U] STRESS CONCENTRATION	N80-17508	data in aeroelastic analysis using co	mputer
Variations in crack growth rate behavior		[ARC-R/M-3833]	N80-17521
Stress-intensity factors for two symmetric	A80-23858 corner	STRUCTURAL VIBRATION Vibrations of a rotating deformable disk	
cracks			A80-21096
Collection and analysis of in service flig	A80-23876	A panel method for calculating the loads ac a wing that performs harmonic oscillation	ting on
histories of the initiation of fatigue of [BMVG-FBWT-79-10]	lamage N80-17518	subsonic flow	
On the fatigue life evaluation of jointed		Vibrational modes of an aircraft simulator	A80-21272 motion
specimens undergoing load transfer with to stress concentration	regard	system	
[BMVG-FBWT-79-11]	N80-17519	Theoretical analysis of the transient respo	A80-23988 nse of
STRESS CYCLES Low cycle fatigue life model for gas turbi	ine	a wing to non-stationary buffet loads [AD-A073702]	N80-17083
engine disks		Vibrations of a compressor blade with slip	at the
STRESS-STRAIN RELATIONSHIPS	A80-24140	root	N80-17263
Application of the variational-difference of straight lines to the calculation of		STRUCTURAL WEIGHT	100 17203
middle surface deformation	wing	Weight minimization for a wing in the prese	nce of
middle surface deformation	wing A80-21276	Weight minimization for a wing in the prese constraints on the divergence speed	nce of A80-21329
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural co	A80-21276	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice	A80-21329
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural co for hypersonic cruise vehicles	A80-21276	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehic Volume 2: Software documentation	A80-21329 les.
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bl	A80-21276 Oncepts A80-23950	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice Volume 2: Software documentation [NASA-CR-159154-VOL-2] SESAME: A system of equations for the simu	A80-21329 les. N80-16066
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bl helicopter systems [NASA-CR-162754]	A80-21276 Docepts A80-23950 Laded N80-17061	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice Volume 2: Software documentation [NASA-CR-159154-VOL-2] SESAME: A system of equations for the sinu of aircraft in a modular environment	A80-21329 les. N80-16066 lation
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural conformation cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blace belicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3:	A80-21276 Discepts A80-23950 Laded N80-17061	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice Volume 2: Software documentation [NASA-CR-159154-VOL-2] SESAME: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT	A80-21329 les. N80-16066 lation N80-17069
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bl helicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics	A80-21276 Docepts A80-23950 Laded N80-17061 Sees in	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESANE: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008]	A80-21329 les. N80-16066 lation N80-17069
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural conformation for hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blace belicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studi	A80-21276 Discepts A80-23950 Laded N80-17061	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice Volume 2: Software documentation [NASA-CR-159154-VOL-2] SESAME: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports	A80-21329 les. N80-16066 lation N80-17069
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bleicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing	A80-21276 Docepts A80-23950 Laded N80-17061 Sees in	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESANE: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural conformation for hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blace helicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studing dynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings	A80-21276 Discrepts A80-23950 Laded N80-17061 Silves in N80-17293	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESANE: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports	A80-21329 les. N80-16066 lation N80-17069
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blinelicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre com	A80-21276 Discrepts A80-23950 Laded N80-17061 Silves in N80-17293	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESANE: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ac	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blaction belicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre comaircraft wing	A80-21276 Discrepts A80-23950 Laded N80-17061 Eles in N80-17293 A80-21294 Aposite A80-22270	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESAME: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blinelicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre com	A80-21276 Discrepts A80-23950 Laded N80-17061 Eles in N80-17293 A80-21294 Aposite A80-22270	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESANE: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC PLOW A panel method for calculating the loads ac a wing that performs harmonic oscillation subsonic flow	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural coffor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bluelicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre comaircraft wing Materials and structures research scientif report, 1978	A80-21276 Discrepts A80-23950 Laded N80-17061 Eles in N80-17293 A80-21294 Aposite A80-22270	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESAME: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ac a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral eque for a wing performing harmonic oscillation	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blelicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre comaircraft wing Materials and structures research scientif report, 1978 STRUCTURAL DESIGN CRITERIA Characterization of graphite/epoxy laminatericates.	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 A80-22270 Lic N80-17143	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESANE: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ac a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral equ for a wing performing harmonic oscillation subsonic flow	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural coffor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bluelicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre comaircraft wing Materials and structures research scientif report, 1978	A80-21276 Discrepts A80-23950 Laded N80-17061 Es in N80-17293 A80-21294 Aposite A80-22270 Fic N80-17143 Les for	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SENAME: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ace a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral equation a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blace helicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre comaircraft wing Materials and structures research scientification report, 1978 STRUCTURAL DESIGN CRITERIA Characterization of graphite/epoxy laminat aeroelastic tailoring Design for continuing structural integrity	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 A80-21294 A80-22270 Lic N80-17143 Les for A80-21130	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESANE: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC PLOW A panel method for calculating the loads ac a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral equ for a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in A80-21296
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bleicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre comaircraft wing Materials and structures research scientifications for the scientification of graphite/epoxy laminataeroelastic tailoring	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 Aposite A80-22270 Lic N80-17143 Les for A80-21130 of	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESANE: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC PLOW A panel method for calculating the loads ace a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral eque for a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag Average gust frequencies subsonic transport [ESDU-69023-A-B-C1]	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in A80-21296 A80-22914 aircraft
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blace helicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre comaircraft wing Materials and structures research scientifications for the scientification of graphite/epoxy laminataeroelastic tailoring Design for continuing structural integrity commercial aircraft The analysis of measured surface loads as	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 A80-22270 Lic N80-17143 Les for A80-21130 A80-21130 A80-24138 a basis	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SENAME: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAPT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ace a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral equ for a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag Average gust frequencies subsonic transport [ESDU-69023-B-C] Development of panel methods for subsonic a and design	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in A80-21296 A80-22914 aircraft
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bleicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre conaircraft wing Materials and structures research scientification for the structure of the structure of the structure of the structure of the search scientification of graphite/epoxy laminat aeroelastic tailoring Design for continuing structural integrity commercial aircraft	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 A80-22270 Lic N80-17143 Les for A80-21130 A80-21130 A80-24138 a basis	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESAME: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ace a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral eque for a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag Average gust frequencies subsonic transport [ESDU-69023-A-B-C] Development of panel methods for subsonic a and design [NASA-CR-3234]	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in A80-21296 A80-22914 aircraft
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blace helicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre comaircraft wing Materials and structures research scientifications for the derivation of graphite/epoxy laminataeroelastic tailoring Design for continuing structural integrity commercial aircraft The analysis of measured surface loads as for the derivation of acceptable load limilitary aircraft components [BMYG-PBHT-79-9]	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 A80-22270 Lic N80-17143 Les for A80-21130 A80-21130 A80-24138 A basis mits for N80-17038	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SENAME: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ace a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral equence for a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag Average gust frequencies subsonic transport [ESDU-69023-A-B-C] Development of panel methods for subsonic a and design [NASA-CR-3234] SUBSONIC WIND TUNNELS Turbulence measurements in the boundary lay	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in A80-21279 aircraft N80-16029 nalysis N80-16033 er of a
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bleicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre conaircraft wing Materials and structures research scientification for the signing aeroelastic tailoring Design for continuing structural integrity commercial aircraft The analysis of measured surface loads as for the derivation of acceptable load limilitary aircraft components [BMYG-FBHT-79-9] Design study of prestressed rotor spar confined in the structural of the sign study of prestressed rotor spar confined in the sign state spar spar spar spar spar spar spar spar	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 A80-22270 Lic N80-17143 Les for A80-21130 A80-21138 Les for A80-24138 A basis List for N80-17038 Licept N80-17062	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SENAME: A system of equations for the sinu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ac a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral equ for a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag Average gust frequencies subsonic transport [ESDU-69023-A-B-C] Development of panel methods for subsonic a and design [NASA-CR-3234] SUBSONIC WIND TUNNELS Turbulence measurements in the boundary lay low-speed wind tunnel using laser velocim	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in A80-21296 A80-22914 aircraft N80-16029 nalysis N80-16033 er of a
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blace helicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studingly dynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre comaircraft wing Materials and structures research scientifications for designing large-aspect wings STRUCTURAL DESIGN CRITERIA Characterization of graphite/epoxy laminataeroelastic tailoring Design for continuing structural integrity commercial aircraft The analysis of measured surface loads as for the derivation of acceptable load limilitary aircraft components [BMYG-PBHT-79-9] Design study of prestressed rotor spar com [NASA-CR-159086] Preliminary design of graphite composite we	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 A80-22270 Lic N80-17143 Les for A80-21130 A80-24138 a basis mits for N80-17038 Rept N80-17062 Ling	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SENAME: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ace a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral equence of a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag Average gust frequencies subsonic transport [ESDU-69023-A-B-C] Development of panel methods for subsonic a and design [NASA-CR-3234] SUBSONIC WIND TUNNELS Turbulence measurements in the boundary lay low-speed wind tunnel using laser velocim [NASA-TM-81165] SUPPERCENTICAL WINGS	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in A80-21279 aticraft N80-16029 nalysis N80-16033 er of a etry N80-16300
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bleother systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre conaircraft wing Materials and structures research scientification for the scientification of graphite/epoxy lamination aeroelastic tailoring Design for continuing structural integrity commercial aircraft The analysis of measured surface loads as for the derivation of acceptable load limilitary aircraft components [BMYG-PBWT-79-9] Design study of prestressed rotor spar confinancy design of graphite composite we panels for commercial transport aircraft [NASA-CR-159086] Preliminary design of graphite composite we panels for commercial transport aircraft [NASA-CR-159150]	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 A80-22270 Lic N80-17143 Les for A80-21130 A80-24138 a basis mits for N80-17038 Rept N80-17062 Ling	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESANE: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC PLOW A panel method for calculating the loads ace a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral equation for a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag Average gust frequencies subsonic transport [ESDU-69023-A-B-C] Development of panel methods for subsonic a and design [NASA-CR-3234] SUBSONIC WIND TUNNELS Turbulence measurements in the boundary lay low-speed wind tunnel using laser velocim [NASA-TR-81165] SUPERCRITICAL WINGS Transonic swept-wing analysis using asympto other numerical methods	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in A80-21279 ation ns in A80-21296 N80-16029 nalysis N80-16033 er of a etry N80-16300
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual blace helicopter systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studing dynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre comaircraft wing Materials and structures research scientification freport, 1978 STRUCTURAL DESIGN CRITERIA Characterization of graphite/epoxy laminataeroelastic tailoring Design for continuing structural integrity commercial aircraft The analysis of measured surface loads as for the derivation of acceptable load limilitary aircraft components [BMYG-PBHT-79-9] Design study of prestressed rotor spar con [NASA-CR-159086] Preliminary design of graphite composite we panels for commercial transport aircraft [NASA-CR-159150] On the fatigue life evaluation of jointed	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 Posite A80-22270 Discreption A80-21130 A80-21130 A80-21138 Les for A80-21138 Les for A80-21138 Les for A80-21138 Les for N80-17148	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SENAME: A system of equations for the sinus of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ace a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral equation of a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag Average gust frequencies subsonic transport [ESDU-69023-A-B-C] Development of panel methods for subsonic a and design [NASA-CR-3234] SUBSONIC WIND TUNNELS Turbulence measurements in the boundary lay low-speed wind tunnel using laser velocim (NASA-TR-81165) SUPERCRITICAL WINGS Transonic swept-wing analysis using asympto other numerical methods [ATAA PAPER 80-0342]	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in A80-21279 aticraft N80-16029 nalysis N80-16033 er of a etry N80-16300
middle surface deformation STRUCTURAL ANALYSIS Thermostructural analyses of structural cofor hypersonic cruise vehicles [AIAA PAPER 80-0407] Aerodynamic-structural analysis of dual bleother systems [NASA-CR-162754] The Shock and Vibration Bulletin. Part 3: Structure medium interaction, case studidynamics [NASA-CR-162473] STRUCTURAL DESIGN Some parametric relations for designing large-aspect wings Principles of design of a carbon fibre conaircraft wing Materials and structures research scientification for the scientification of graphite/epoxy lamination aeroelastic tailoring Design for continuing structural integrity commercial aircraft The analysis of measured surface loads as for the derivation of acceptable load limilitary aircraft components [BMYG-PBWT-79-9] Design study of prestressed rotor spar confinancy design of graphite composite we panels for commercial transport aircraft [NASA-CR-159086] Preliminary design of graphite composite we panels for commercial transport aircraft [NASA-CR-159150]	A80-21276 Discrepts A80-23950 Laded N80-17061 Les in N80-17293 A80-21294 Posite A80-22270 Discreption A80-21130 A80-21130 A80-21138 Les for A80-21138 Les for A80-21138 Les for A80-21138 Les for N80-17148	Weight minimization for a wing in the prese constraints on the divergence speed SUBROUTINES Digital adaptive controllers for VTOL vehice volume 2: Software documentation [NASA-CR-159154-VOL-2] SESANE: A system of equations for the simu of aircraft in a modular environment [RAE-TR-79008] SUBSONIC AIRCRAFT The case of subsonic jet aircraft noise reduction near airports Durability of foam insulation for LH2 fuel of future subsonic transports SUBSONIC FLOW A panel method for calculating the loads ace a wing that performs harmonic oscillation subsonic flow Evaluation of the kernel of an integral equence for a wing performing harmonic oscillation subsonic flow Airfoil with minimum relaxation drag Average gust frequencies subsonic transport [ESDU-69023-A-B-C] Development of panel methods for subsonic a and design [NASA-CR-3234] SUBSONIC WIND TUNNELS Turbulence measurements in the boundary lay low-speed wind tunnel using laser velocim [NASA-TH-81165] SUPERCRITICAL WINGS Transonic swept-wing analysis using asympto other numerical methods [ATAA PAPER 80-0342] Computational transport wing-body configu	A80-21329 les. N80-16066 lation N80-17069 A80-21961 tanks A80-22687 ting on s in A80-21272 ation ns in A80-212796 A80-22914 aircraft N80-16029 nalysis N80-16033 er of a etry N80-16300 tic and a80-22751

SUBJECT INDEX THERMAL STRESSES

SUPERSONIC AIRCRAFT		TAKEOFF BUNS	
Calculation of the aerodynamic characteris an aircraft at supersonic speeds		Analytical and numerical studies of the ef aircraft design parameters on the geomet	ry of
SUPERSONIC FLOW	A80-21255	the circular transition-curve of an opti transition- and climb-path for the jet-a	
Calculation of the supersonic flow field w vortices behind a slender rectangular wi	ith ng	takeoff	A80-23373
Delta wing of optimal configuration in sup- flow	A80-21320	TARGET RECOGNITION Bit slices in a radar processor for ta	
220#	A80-21341	detectability improvement	A80-23530
Calculation of the supersonic flow past a bielliptical body	winged A80-21342	TECHNOLOGICAL FORECASTING Looking ahead in aircraft design	
The nonlinear supersonic potential flow over		TECHNOLOGY ASSESSMENT	A80-22146
wings [AIAA PAPER 80-0269]	A80-23942	Small Transport Aircraft Technology	A80-21225
SUPERSONIC JET FLOW Excess noise from supersonic underexpanded	jets in	Composites in aircraft manufacturing - An impressive rise in Western Europe	
flight. I	A80-23923	Mechanical fasteners dominating aerospace	A80-21923
SUPERSONIC WIND TUNNELS The proposed Boeing Supersonic Wind Tunnel Reynolds number insert		aircraft and spacecraft structural joini techniques	ng
_	A80-24089	Technological forecasting-aircraft design.	A80-23335
SURFACE CRACKS Stress-intensity factors for two symmetric	corner	Citations from the International Aerospa Abstracts data base	ce
cracks	A80-23876	[NTIS/PS-79/1017/7]	N80-16057
Crack-detectives foil aircraft failure	A80-24536	Development of a standard methodology for correlation and extrapolation of elevated	đ
SURPACE ROUGHNESS EFFECTS	400-24556	temperature creep and rupture data. Volum 1 state-of-the-art review	ume 2:
Wind tunnel design and performance for roughturbulent boundary layer	gh wall	[EPRI-FP-1062-VOL-2] TEMPERATURE DISTRIBUTION	N80-16152
_ -	A80-21980	Aerostructure nondestructive evaluation by	thermal
SURFACE TEMPERATURE Effects of a ceramic coating on metal tempe of an air-cooled turbine vane	eratures	field techniques [AD-A076541]	N80-17495
[NASA-TP-1598] SURVEILLANCE RADAR	N80-17397	Importance of jet temperature on the predic	ction of
The evolution of air traffic control system	is - The	jet noise in flight	A80-23922
present situation and future tendencies	A80-21967	TEMPERATURE MEASUREMENT	
SWEPT WINGS	100 21707	Pailure accommodation in gas turbine engine application to fan turbine inlet temperat	es with ture
Transonic swept-wing analysis using asympto	otic and	reconstruction	
other numerical methods [AIAA PAPER 80-0342]	A80-22751	TERRAIN	A80-24247
Formulation of the three dimensional transc		Dipole broadside glide slope array for	landing
unsteady aerodynamic problem [AD-A075403]	N80-17034	systems [AD-A077042]	NOO 16003
SWEPTBACK WINGS		TEST EQUIPMENT	N80-16047
Nonparallel stability of three-dimensional compressible boundary layers. Part 1:		Transponder Performance Analyzer (TPA) [AD-A075783]	N80-16048
Stability analysis	NOO 16206	Assessment of the flammability of aircraft	
[NASA-CR-3245] SYSTEMS ANALYSIS	N80-16296	hydraulic fluids [AD-A076512]	N80-17227
Systems analysis for planning of air fleets maintenance facilities	s and	TEST PACILITIES Recent research on V/STOL test limits at the	
	A80-21935	University of Washington aeronautical lab	oratory
SYSTEMS ENGINEERING A multiple transfer function model for air	traffic	[NASA-CR-3237] Design considerations for attaining 200-km	N80-16068
control systems	A80-21887	velocities at the aircraft landing loads	
Synthesis of an adaptive flight control sys with an observer		traction facility [NASA-TM-80096] TEST STANDS	N80-16071
Frequency-domain control design for wariabl	A80-22578 Le	Designing of the test units for aircraft er	ngines
linear systems	A80-24261	THERMAL CONTROL COATINGS	A80-23069
Boundary layer and wake modifications to compressor design systems: The effect of		Effects of a ceramic coating on metal tempe of an air-cooled turbine vane	eratures
blade-to-blade flow variations on the mea	n flow	[NASA-TP-1598] THERBAL CYCLING TESTS	N80-17397
[AD-A076204] Detailed design and fabrication of a Helico	N80-17075	Thermostructural analyses of structural cor for hypersonic cruise vehicles	ncepts
Ground Mobility System (HGMS) [AD-A076932]	N80-17087	[AIAA PAPER 80-0407] THERMAL INSULATION	A80-23950
T	200 17007	Durability of foam insulation for LH2 fuel of future subsonic transports	tanks
 			A80-22687
TAIL ASSEMBLIES Composite components under impact load and	effects	THERMAL STABILITY Thermal oxidative stability test methods for	
of defects on the loading capacity Al tail assembly		jet fuel	
[NASA-TM-75351]	N80-16104	[AD-A076374] THERNAL STRESSES	N80-17242
•		Thermostructural analyses of structural con	cepts
		for hypersonic cruise vehicles [AIAA PAPER 80-0407]	A80-23950

THER MODIFIANC PROPERTIES SUBJECT INDEX

Effects of idealizing three-dimensional ge with two-dimensional models in temperatu		TRANSFER PUNCTIONS A multiple transfer function model for air	traffic
stress analysis of engine components	A80-24310	control systems	A80-21887
THERMODYNAMIC PROPERTIES Airfoil with minimum relaxation drag		TRANSPORMERS Development of lightweight transformers fo	-
	A80-22914	airborne high power supplies	
THIN AIRPOILS Description and report on the calibration	of an	[AD-A076215] TRANSIENT RESPONSE	N80-17366
unsteady flow wind tunnel, part 1. The u lift generated on an airfoil at moderate		Theoretical analysis of the transient resp a wing to non-stationary buffet loads	onse of
incidence to a flow containing streaming		[AD-A073702]	N80-17083
oscillations, part 2 [IC-AERO-79-04-PT-1/2]	N80-17040	TRANSIT SATELLITES An overview of the NAVSTAR Global Position	ing
THIN WINGS Centrifugal forces on a thin wing in hyper	sonic	System and the Navy Navigation Satellite [AAS 79-108]	System A80-24712
flight at large angles of attack		TRANSONIC PLIGHT	100 24712
Calculation of the supersonic flow field w		Computational transonic analysis for a supercritical transport wing-body config	
vortices behind a slender rectangular wi	ng A80-21320	[AIAA PAPER 80-0129] TRANSONIC PLOW	180-23932
Propeller slipstream/wing interaction in t		Transonic flow past oscillating airfoils	.00 04000
transonic regime [AIAA PAPER 80-0125]	A80-22733	A nonlinear problem of static aeroelastici	
THREE DIMEMSIONAL BOUNDARY LAYER Hypersonic slipflow of a viscous gas over slender delta wing	a	Drag calculations for profiles at transoni	
·	A80-21286	Approximate method of determining the wave	A80-21303 drag of
An experimental and numerical investigation		a profile in the presence of a local sup region	
three-dimensional shock wave separated t boundary layer	urbulent	Propeller slipstream/wing interaction in t	A80-21319 he
[AIAA PAPER 80-0002] Nonparallel stability of three-dimensional	A80-22727	transonic regime [AIAA PAPER 80-0125]	A80-22733
compressible boundary layers. Part 1:		Transonic swept-wing analysis using asympt	
Stability analysis [NASA-CR-3245]	N80-16296	other numerical methods [AIAA PAPER 80-0342]	A80-22751
Formulation of the three dimensional trans unsteady aerodynamic problem	onic	Simulated transonic flows for aircraft wit nacelles, pylons, and winglets	h
[AD-A075403]	N80-17034	[AIAA PAPER 80-0130]	A80-23933
THRUST AUGMENTATION The structure-free thrust-doubling of inse	ct-like	Unsteady transonic flows in a two-dimension diffuser air breathing engines	пат
<pre>aircraft - The possibility of using insect-flight /thrust-flight/ on a large</pre>		[AD-A075261] Pormulation of the three dimensional trans	N80-17033
technical scale		unsteady aerodynamic problem	
THRUST BEARINGS	A80-23371	[AD-A075403] TRANSONIC WIND TUNNELS	N80-17034
A rotor supported without contact - Theory application	and	Pull scale aircraft simulation with cryoge tunnels and status of the National Trans	
THRUST VECTOR CONTROL	A80-23980	Facility	A80-24090
The innovative application of boost engine		Progress report on a cryogenic pilot trans	
technology to the design of a variety of tactical and strategic aircraft		wind tunnel driven by induction	A80-24092
[AIAA PAPER 80-0190] TILT ROTOR AIRCRAFT	A80-22740	Experiments for the reduction of wind tunn- interference by adaptive-wall technology	
Bell tilt-rotor - The next V/STOL		[AD-A076555]	N80-17088
TIME DEPENDENCE	A80-22763	A perturbation theory of two-dimensional twind tunnel wall interference	ransonic
Parameter sensitivity in time varying line systems, with an application to the dyna		[AD-A071167] TRANSPONDERS	N80-17092
VTOL aircraft		Transponder Performance Analyzer (TPA)	
TITANIUM ALLOYS	A80-24257	[AD-A075783] Summary of transponder data performanc	N80-16048 e tests
Titanium combustion in turbine engines [AD-A075657]	N80-16059	of transponders and altimeters during fl operations	ight
TRACKING STATIONS		[AD-A075486]	N80-17048
Measurement of radiation patterns of aircr antennas_in_non-steady flight		TRANSPORT AIRCRAPT Durability of foam insulation for LH2 fuel	tanks
[NLR-TR-78018-U] TRAILING EDGES	N80-17348	of future subsonic transports	A80-22687
Plow over a plate in the presence of a vor	A80-21295	Production of wide-body aircraft Russi	an book A80-23083
Near-wake structure and unsteady pressures trailing edges of airfoils as aeroac		Computational transonic analysis for a supercritical transport wing-body config	uration
sound generators	A80-23900	[AIAA PAPER 80-0129] Average gust frequencies subsonic transpor	A80-23932
Investigation of trailing-edge noise		[ESDU-69023-A-B-C]	N80-16029
TRAINING EVALUATION	A80-23901	Preliminary design of graphite composite w panels for commercial transport aircraft	
Airliner simulator census	A80-24472	[NASA-CR-159150] TRANSPORT THEORY	N80-17148
TRAJECTORY ANALYSIS		Transport phenomena in labyrinth seals of	
Development of a program for controlling t of bank of an orbital aircraft during en		turbomachines Prench thesis	A80-23374
the atmosphere	A80-21279	TRANSPORTATION Detailed design and fabrication of a Helic	
	200 212/3	Ground Mobility System (HGMS)	
		[AD-A076932]	N80-17087

SUBJECT INDEX UNSTRADY PLOW

TRANSPORTATION ENERGY

TRANSPORTATION ENERGY	TURBULENT BOUNDARY LAYER
A plan for active development of LH2 for use in	Analysis of two-dimensional interactions between
aircraft	shock waves and boundary layers
TURBINE BLADES	
Application of the discrete-phase method /DPM/ to	Wind tunnel design and performance for rough wall turbulent boundary layer
the investigation and monitoring of aircraft	A80-21980
turbine engine blade vibrations. II	An experimental and numerical investigation of a
A80-2272 High temperature radial turbine demonstration	three-dimensional shock wave separated turbulent
[AIAN PAPER 80~0301] A80-2274	boundary layer
Effects of a ceramic coating on metal temperatures	9 [AIAA PAPER 80-0002] A80-22727 Turbulence measurements in the boundary layer of a
of an air-cooled turbine vane	low-speed wind tunnel using laser velocimetry
[NASA-TP-1598] N80-1739	'/ [NASA-TM-81165] N80-16300
TURBINE ENGINES	Separated and nonseparated turbulent flows about
<pre>Frequency dependent precompensation for dominance in a four input/output theme problem model</pre>	axisymmetric nozzle afterbodies. Part 1:
180-2424	Detailed surface measurements 2 [AD-A077144] N80-17032
Multivariable synthesis with inverses	TURBULENT DIFFUSION
A80-2424	6 Sub-cloud eddy fluxes and scales of vertical
Effects of idealizing three-dimensional geometry	motion in a cumulus environment
with two-dimensional models in temperature and stress analysis of engine components	MEDDEL TIME 12:07
A80-2431	TURBULERT FLOW Transport phenomena in labyrinth seals of
Titanium combustion in turbine engines	turbomachines French thesis
[AD-A075657] N80-1605	
TURBINE WHRELS	Some analytical consideration in jet noise
A cooled laminated radial turbine technology demonstration	prediction
[AIAA PAPER 80-0300] A80-2274	8 TURBULENT WAKES A80-23910
High temperature radial turbine demonstration	Near-wake structure and unsteady pressures at
[AIAA PAPER 80-0301] A80-2274	9 trailing edges of airfoils as aeroacoustic
Low cycle fatigue life model for gas turbine	sound generators
engine disks	A80-23900
TURBOCOMPRESSORS A80-2414	
Determination of start-up pressure losses for	Development of a program for controlling the angle of bank of an orbital aircraft during entry into
gas-turbine engine compressors	the atmosphere
A80-2105	
Calculation of the coefficient of secondary losses	TWISTING
in an axial compressor stage A80-2133	Means for controlling aerodynamically induced twist
Boundary layer and wake modifications to	2 equipment to control twisting of slender wings due to aerodynamic loads
compressor design systems: The effect of	[NASA-CASE-LAR-12175-1] N80-16055
blade-to-blade flow variations on the mean flow	TWO DIMENSIONAL BOUNDARY LAYER
field of a transonic rotor	An experimental and numerical investigation of a
[AD-A076204] N80-1707 TURBOPAN ENGINES	
Mixer nozzle noise characteristics turbofan	boundary layer [AIAA PAPER 80-0002] A80-22727
noise reduction	TWO DIMENSIONAL PLOW
[AIAA PAPER 80-0166] A80-2393	
Failure accommodation in gas turbine engines with	shock waves and boundary layers
application to fam turbine inlet temperature reconstruction	N80-21232
A80-2424	Plow of a compressible fluid over an isolated airfoil and through a cascade
Optimal output feedback for systems having direct	180-21302
feedthrough of control applied to turbofan	Modelling low Mach number noise
engine regulator design	A80-23902
A80-2426 Core noise investigation of the CF6-50 turbofan	
engine	<pre>diffuser air breathing engines [AD-A075261] N80-17033</pre>
[NASA-CR-159598] N80-1606	
Core noise investigation of the CF6-50 turbofan	wind tunnel wall interference
engine [NASA-CR-159749] N80-1606	[AD-A071167] N80-17092
[NASA-CR-159749] N80-1606 TORBOJET BNGINES	·
Design of a turbojet engine controller via	U
eigenvalue/eigenvector assignment - A new	ULTRAHIGH PREQUENCIES
sensitivity formulation	The effect of equatorial ionospheric disturbance
A80-2424	on aircraft-to-satellite communications
Separated and nonseparated turbulent flows about axisymmetric nozzle afterbodies. Part 1:	A80-22103 Combined wibration/temperature/sideload
Detailed surface measurements	environmental testing of UHF blade antennas
[AD-A077144] N80-1703	2 N80-17301
TURBONACHINE BLADES	UNSTRADY PLOW
Research on the flutter of axial turbomachine	Computations of the pitching oscillation of a NACA
blading [AD-A074597] N80-1606	64A-010 airfoil in the small disturbance limit
TURBONACHIBERY	4 [AIAA PAPER 80-0128] A80-23012 Unsteady transonic flows in a two-dimensional
Transport phenomena in labyrinth seals of	diffuser air breathing engines
turbomachines French thesis	[AD-A075261] N80-17033
A80-2337	4 Synthesis of unsteady aerodynamic problems
Aerodynamic performances of three fan stator designs operating with rotor having tip speed of	concerning helicopters
337 meters per second and pressure ratio of	[AMAF-NT-79-19] N80-17035 Experimental study of the aerodynamics of a
1.54. 1: Experimental performance	helicopter rotor blade model in an unsteady flow
[NASA-TP-1610] N80-1707	1 regime during wind tunnel tests
	[AAAF-NT-79-21] N80-17036

SUBJECT INDEX

Description and report on the calibration of unsteady flow wind tunnel, part 1. The un		VIBRATION MODE Vibrational modes of an aircraft simulator	Rotion
lift generated on an airfoil at moderate		system	
incidence to a flow containing streaming oscillations, part 2		Application of random time domain analysis	180-23988 to
[IC-AERO-79-04-PT-1/2]	N80-17040	dynamic flight measurements B-1 aircr	aft
The reduction of dynamic interference by sound-absorbing walls in the RAE 3 foot	wind	Calculation of natural frequencies and mode	N80-16226 shapes
tunnel		of mass loaded aircraft structures	_
[ARC-R/M-3837] The use of sound absorbing walls to reduce	N80-17093 dynamic	VIBRATION TESTS	N80-17278
interference in wind tunnels	N80-17096	The Shock and Vibration Bulletin. Part 3:	
[ARC-R/M-3831] USER MANUALS (COMPUTER PROGRAMS)	NOU- 17090	Structure medium interaction, case studies dynamics	s in
SESAME: A system of equations for the sime of aircraft in a modular environment	ulation	[NASA-CR-162473] VIRGINIA	N80-17293
[RAE-TR-79008]	N80-17069	Summary of aircraft results for 1978 souther	astern
V		Virginia urban plume measurement study of nitrogen oxides, and methane	-
V/STOL AIRCRAFT		[NASA-TM-80146] VISCOUS PLOW	N80-16575
The innovative application of boost engine		Hypersonic slipflow of a viscous gas over a	
technology to the design of a variety of tactical and strategic aircraft		slender delta wing	A80-21286
[AIAA PAPER 80-0190] Investigation of ground effects on large a	A80-22740	Influence of an entropy layer on boundary la	ayer
scale models of a three fan V/STOL aircra		separation in hypersonic flow	A80-21287
configuration [NASA-CR-152240]	N80-16030	Drag calculations for profiles at transonic	speeds 480-21303
Recent research on V/STOL test limits at the	he	VORTEX SHEETS	
University of Washington aeronautical la	boratory N80-16068	Vortex shedding mechanisms in relation to to clearance flows and losses in axial fans	ip
VACUUM SYSTEMS		[ARC-R/M-3829]	N80-17077
A rotor supported without contact - Theory application	and	VORTICES Flow over a plate in the presence of a worth	ex sink
TARTARE CYCLE BUCTURE	A80-23980		A80-21295
VARIABLE CYCLE BUGINES Experimental evaluation of a low emissions	high	Calculation of the supersonic flow field win vortices behind a slender rectangular win	
performance duct burner for Variable Cyc. Engines (VCE)	le	A study of production and stimulated emissi	A80-21320
[NASA-CR-159694]	N80-17074	sound by wortex flows	
VERTICAL AIR CURRENTS Sub-cloud eddy fluxes and scales of vertical	al	Summary of theoretical and experimental	A80-23903
motion in a cumulus environment		investigations of vortex lift at high ang	les of
VERTICAL MOTION	A80-21630	attack [AD-A074483]	N80-16037
Feasibility and concept study to convert the		VULNERABILITY	
NASA/AMES vertical motion simulator to a helicopter simulator		An evaluation of the ADINA finite element portion for application to aircraft overpressure	rogram
[NASA-CR-152193] VERTICAL TAKEOFF AIRCRAFT	N80-16070	vulnerability	N80-16056
Synthesis of an adaptive flight control sy	stem		0001-0030
with an observer	A80-22578	W	
Parameter sensitivity in time varying line	ar	WALL PLOW	
systems, with an application to the dynamory. VTOL aircraft		Wind tunnel design and performance for roug turbulent boundary layer	
The aerodynamics of a jet in a crossflow	A80-24257	Turbulence measurements in the boundary lay	A80-21980 er of a
[AD-A076375] Digital adaptive controllers for VTOL vehion	N80-16034	low-speed wind tunnel using laser velocim [NASA-TM-81165]	etry N80-16300
Volume 1: Concept evaluation		 Experiments for the reduction of wind tunne 	
[NASA-CR-159154-VOL-1] Digital adaptive controllers for VTOL vehi	N80-16065	interference by adaptive-wall technology [AD-A076555]	N80-17088
Volume 2: Software documentation		WARFARE	
[NASA-CR-159154-VOL-2] Flight tests of the total automatic flight	N80-16066 control	Principles of electronic warfare - Radar and	d EW A80-23970
system (Tafcos) concept on a DHC-6 Twin		WASPALOY	
aircraft [NASA-TP-1513]	N80-17081	Low cycle fatigue life model for gas turbing engine disks	e
WHP OMNIRANGE NAVIGATION	ahaaluta .	-	A80-24140
Results of a Loran-C flight test using an a data reference	apsolute	WAVE DIFFRACTION Experiments on the diffraction of weak blas	t waves
[NASA-CR-162751] VIBRATION DAMPING	N80-16051	- The won Neumann paradox	A80-24360
Vibrations of a compressor blade with slip	at the	WAVE RESISTANCE	
root	N80-17263	Approximate method of determining the wave a profile in the presence of a local supe	
Damping of an engine exhaust stack	NOO-17265	region	
VIBRATION EPPECTS	N80-17265	WEAPON SYSTEMS	A80-21319
Combined vibration/temperature/sideload environmental testing of UHF blade anten	nas	Principles of electronic warfare - Radar an	d EW 180-23970
VIBRATION MEASUREMENT	N80-17301	WBAR	
Application of the discrete-phase method /	DPM/ to	Some considerations of the performance of t honeycomb gas path seal material systems	••
the investigation and monitoring of airc turbine engine blade vibrations. II	raft		N80-16143

SUBJECT INDEX IV-15 AIRCRAFT

WEIGHT REDUCTION	WING OSCILLATIONS
Weight minimization for a wing in the presence of	A panel method for calculating the loads acting on
constraints on the divergence speed A80-21329	a wing that performs harmonic oscillations in
Design and engineering of carbon brakes	subsonic flow
A80-22271	A80-21272 Evaluation of the kernel of an integral equation
WIND SHEAR	for a wing performing harmonic oscillations in
Design of a wind shear detection radar for airports	subsonic flow
A80-21429	A80-21296
Piloted flight simulation study of low-level wind	Computations of the pitching oscillation of a NACA
shear, phase 4. All-weather landing systems,	64A-010 airfoil in the small disturbance limit
engineering services support project, task 2 [AD-A077164] N80-17080	[AIAA PAPER 80-0128] A80-23012 WING PANELS
WIND TOWHEL CALIBRATION	Principles of design of a carbon fibre composite
Description and report on the calibration of an	aircraft wing
unsteady flow wind tunnel, part 1. The unsteady	A80-22270
lift generated on an airfoil at moderate	Preliminary design of graphite composite wing
incidence to a flow containing streaming	panels for commercial transport aircraft
oscillations, part 2 [IC-AERO-79-04-PT-1/2] N80-17040	[NASA-CR-159150] N80-17148
WIND TOWNEL MODELS	WING PLANFORMS Some parametric relations for designing
Progress report on a cryogenic pilot transonic	large-aspect wings
wind tunnel driven by induction	A80-21294
A80-24092	WING PROFILES
WIND TOWNEL TESTS	A nonlinear problem of static aeroelasticity
Noise generation by a lifting wing/flap	A80-21264
combination at Reynolds numbers to 2.8 x 10 to the 6th	Some parametric relations for designing
[AIAA PAPER 80-0035] A80-22729	large-aspect wings
Wind-tunnel/flight correlation study of	A80-21294 Selecting the optimal geometrical twist of an
aerodynamic characteristics of a large flexible	aircraft wing
supersonic cruise airplane (XB-701) 2:	A80-21301
Extrapolation of wind-tunnel data to full-scale	Drag calculations for profiles at transonic speeds
conditions	A80-21303
[NASA-TP-1515] N80-16032 Recent research on V/STOL test limits at the	Weight minimization for a wing in the presence of
University of Washington aeronautical laboratory	constraints on the divergence speed A80-21329
[NASA-CR-3237] N80-16068	The Mitsubishi Diamond I - What are its chances on
Experimental study of the aerodynamics of a	the current market
helicopter rotor blade model in an unsteady flow	A80-22984
regime during wind tunnel tests	WING ROOTS
[AAAF-NT-79-21] N80-17036	Wing flapping with minimum energy minimize the
Initial study of the response of an aircraft to lateral gusts	drag for a bending moment at the wing root
[AAAP-NT-79-03] N80-17084	[NASA-TM-81174] N80-16035 WING SPAN
WIND TUNNEL WALLS	Weight minimization for a wing in the presence of
Wind tunnel design and performance for rough wall	constraints on the divergence speed
turbulent boundary layer	A80-21329
A80-21980	WING TIPS
Experiments for the reduction of wind tunnel wall interference by adaptive-wall technology	Holographic interferometry of carbon fiber reinforced plastic wingtips
[AD-A076555] N80-17088	[BAE-TE-78105] N80-17041
A perturbation theory of two-dimensional transonic	WING-PUSELAGE STORES
wind tunnel wall interference	Computational and simplified analytical treatment
[AD-A071167] N80-17092	of transonic wing-fuselage-pylon-store
The reduction of dynamic interference by	interactions
sound-absorbing walls in the RAE 3 foot wind tunnel	[AIAA PAPER 80-0127] A80-23013 WINGLETS
[ARC-R/M-3837] N80-17093	Simulated transonic flows for aircraft with
The use of sound absorbing walls to reduce dynamic	nacelles, pylons, and winglets
interference in wind tunnels	[AIAA PAPER 80-0130] A80-23933
[ARC-R/M-3831] N80-17096	WINGS
WING PLAPS	WINGS Noise generation by a lifting wing/flap
WING PLAPS Noise generation by a lifting wing/flap	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to
WING PLAPS	<pre>WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th</pre>
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729
WING FLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] Average gust frequencies subsonic transport aircraft
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 WING LOADING A panel method for calculating the loads acting on	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [ATAA PAPER 80-0035] Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [ATAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] N80-16029 Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [ATAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] N80-16029 Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation A80-21276	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation A80-21276 The relationship between the critical reversal and	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [ATAM PAPER 80-0035] Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] X XV-15 AIRCRAFT
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation A80-21276 The relationship between the critical reversal and divergence speeds for a straight wing	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083 X IV-15 AIRCRAFT Bell tilt-rotor - The next V/STOL
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation A80-21276 The relationship between the critical reversal and divergence speeds for a straight wing A80-21310	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083 X IV-15 AIRCRAFT Bell tilt-rotor - The next V/STOL
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation A80-21276 The relationship between the critical reversal and divergence speeds for a straight wing A80-21310 The application of a parameteric method of fatigue	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083 X IV-15 AIRCRAFT Bell tilt-rotor - The next V/STOL
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation A80-21276 The relationship between the critical reversal and divergence speeds for a straight wing A80-21310	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083 X IV-15 AIRCRAFT Bell tilt-rotor - The next V/STOL
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation A80-21276 The relationship between the critical reversal and divergence speeds for a straight wing The application of a parameteric method of fatigue load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] N80-17068	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083 X IV-15 AIRCRAFT Bell tilt-rotor - The next V/STOL
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation A80-21276 The relationship between the critical reversal and divergence speeds for a straight wing A80-21310 The application of a parameteric method of fatigue load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] Additional information about FALSTAFF fighter	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083 X IV-15 AIRCRAFT Bell tilt-rotor - The next V/STOL
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation A80-21276 The relationship between the critical reversal and divergence speeds for a straight wing A80-21310 The application of a parameteric method of fatigue load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] Additional information about FALSTAFF fighter aircraft loading standard for fatigue evaluation	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083 X IV-15 AIRCRAFT Bell tilt-rotor - The next V/STOL
WING PLAPS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] WING LOADING A panel method for calculating the loads acting on a wing that performs harmonic oscillations in subsonic flow A80-21272 Application of the variational-difference method of straight lines to the calculation of wing middle surface deformation A80-21276 The relationship between the critical reversal and divergence speeds for a straight wing A80-21310 The application of a parameteric method of fatigue load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] Additional information about FALSTAFF fighter	WINGS Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x 10 to the 6th [AIAA PAPER 80-0035] A80-22729 Average gust frequencies subsonic transport aircraft [ESDU-69023-A-B-C] Theoretical analysis of the transient response of a wing to non-stationary buffet loads [AD-A073702] N80-17083 X IV-15 AIRCRAFT Bell tilt-rotor - The next V/STOL

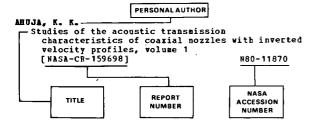
PERSONAL AUTHOR INDEX

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Typical Personal Author Index Listing



Listings in this index are arranged alphabetically by personal author. The title of the document provides the user with a brief description of the subject matter. The report number helps to indicate the type of document cited (e.g., NASA report, translation, NASA contractor report). The accession number is located

beneath and to the right of the title, e.g. N80-11870. Under any of	one author's
name the accession numbers are arranged in sequence with the IA.	A accession
numbers appearing first.	
Α	
ABRAMOV, B. I.	
Designing of the test units for aircraft en	ngines 180-2306
ADAMS, R. J.	
Airborne evaluation of the production AN/AN Loran-C navigator	KN-133
[AD-A075484]	N80-1705
ADAMSON, T. C., JR.	
Analysis of two-dimensional interactions be	etween
shock waves and boundary layers	A80-2123
ADCOCK, J. B.	A80-2123
Full scale aircraft simulation with cryoger	nic
tunnels and status of the National Trans	
Facility	
APPENS, W. A.	A80-2409
Charging of jet fuel on polyurethane foams	
	A80-2326
ARTYR, W. P.	
Noise generation by a lifting wing/flap combination at Reynolds numbers to 2.8 x	10 +0
the 6th	10 10
[AIAA PAPER 80-0035]	A80-2272
ALKOV, R. A.	
Human factors in aircraft accidents	A80-2197
AOKI, R.	A00-2197
Composite components under impact load and	effects
of defects on the loading capacity	
[NASA-TM-75351]	N80-1610
APLEVICH, J. D. An application of model-following control	
an application of model following conclus	A80-2424
ARMENTROUT, E. C.	
Fatigue strength testing employed for evaluation	
and acceptance of jet-engine instrumentat	tion
[NASA-TM-81402]	N80-1742
ARMSTRONG, D. L.	
Jet enginé demountable test cell exhaust sy	
phase: Coanda/refraction noise suppress	Lon
concept, advanced development [AD-A076253]	N80-1709

Jet engine class C test cell exhaust system phase.
Coanda/refraction moise suppression

concept-advanced development [AD-A075277]

ARTLEY, M. E.
Variations in crack growth rate behavior

AZSCHEL, J. H.	
The analysis of measured surface loads as for the derivation of acceptable load li	
military aircraft components	mics for
[BMVG-FBWT-79-9]	N80-17038
_	
В	
BALDOCK, J. C. A.	_
The identification of the flutter mechanis large-order flutter calculation	m from a
[ARC-R/M-3832]	N80-17085
BALLARD, R. E.	
Jet engine demountable test cell exhaust s phase: Coanda/refraction noise suppress	ystem :
concept, advanced development	ion
[AD-A076253]	N80-17090
Jet engine class C test cell exhaust system Coanda/refraction noise suppression	m phase.
concept-advanced development	
[AD-A075277]	N80-17091
BANERIAN, G4	da4= d=
Excess noise from supersonic underexpanded flight. I	jets III
	A80-23923
BANICHUK, N. V.	
Weight minimization for a wing in the pres- constraints on the divergence speed	ence or
	A80-21329
BARALE, G.	m\-
The evolution of air traffic control systematics present situation and future tendencies	us - The
	A80-21967
BARBER, J. P. The scaling of bird impact loads	
[AD-A075215]	N80-17045
BARINOV, V. A.	
Selecting the optimal geometrical twist of	an
aircraft wing	A80-21301
BARTOLUCCI, L.	
Air traffic control - Italian prospects	A80-21966
BAUSER, R.	A80-21966
A rotor supported without contact - Theory	and
application	*00 22000
BECKER, B. B.	A80-23980
Exhaust emissions characteristics for a gen	neral
aviation light-aircraft Avco Lycoming	
TI0-540-J2BD piston engine [AD-A075355]	N80-17070
BELCHER, P. M.	
Selected topics from the structural acoust: program for the B-1 aircraft	ics
program for the B-1 aircraft	N80-17299
BELIAKOV, A4 P4	
Improvement of control system dynamics of a	means of
additional hydraulic load feedback	A80-21260
BELIAHIN, P. N.	
Production of wide-body aircraft	*** ****
BELOUS, V. A:	A80-23083
Application of the variational-difference i	method
of straight lines to the calculation of a	∤ing
middle surface deformation	A80-21276
BELSTERLING, C1 A.	
Feasibility and concept study to convert the NASA/AMES vertical motion simulator to a	ie
NASA/AMES vertical motion simulator to a helicopter simulator	
[NASA-CR-152193]	N80-16070

N80-17090

N80-17091

PERSONAL AUTHOR INDEX

BEMENT, L. J.		BRADLEY, R. P.	
Helicopter /RSRA/ in-flight escape system - Component qualification		Thermal oxidative stability test methods f	or JPTS
	180-23460	jet fuel [AD-A076374]	N80-17242
BENEK, J. A. Separated and nonseparated turbulent flows a	hou+	BRADSHAW, C. P.	
axisymmetric nozzle afterbodies. Part 1:		A spin-recovery parachute system for light aviation airplanes	general
Detailed surface measurements [AD-A077144]	180-17032	BRASLAU, D.	A80-21122
BERNAH, C. H.	100 17032	Ground run-up noise control facilities for	civil
Some analytical consideration in jet noise prediction		aircraft: A survey [AD-A075348]	¥00 16063
	180-23910	BRENDMOEN, J. Vi	N80-16067
BERRY, V. L. Investigation of the crash-impact characteri	stics	Measurements of jet dispersions simulated aeronautical wind tunnel	in an
of advanced airframe structures		[AD-A076578]	N80-17401
[AD-A075163] N BESCH, P. K.	180-17067	BREWER, G. D. A plan for active development of LH2 for u	se in
Accuracy of hydrofoil loading predictions of from a lifting-surface computer program	otained	aircraft	
[AD-A074702]	180-16233	BRISTOW, D. R.	A80-23204
BILL, R. C. Some considerations of the performance of tw	10	Development of panel methods for subsonic	analysis
honeycomb gas path seal material systems		and design [NASA-CR-3234]	N80-16033
[NASA-TM-81398] N	180-16143	BRODSKY, W4 G: Controlling adaptive antenna arrays with t	h
Air traffic control/full beacon collision		sample matrix inversion algorithm	ne
avoidance system, Knoxville simulation [AD-A074555]	180-16043	BROOKS, D. H.	A80-23283
BLACKERBY, W. T.		Pyrotechnic delay cutters for more severe	
Aerodynamic investigation of C-141 leading e modification for cruise drag reduction, vo		accelleration and temperature environmen	ts A80-23462
[AD-A076610] N BLAKE, W. A.	180-17063	BROOKS, T. P.	25.02
Report of the FAA task force on aircraft		Investigation of trailing-edge noise	A80-23901
separation assurance. Volume 1: Executive summary	re	Short hand transport for the 1990s	
[AD-A075352] N	180-16050	Short haul transport for the 1990s	A80-22046
Report on the FAA task force on aircraft separation assurance. Volume 2: Concept		BRUSH, J. S. Cargo generation forecasting models	
description		[AD-A076136]	N80-17044
[AD-A077807] N BLAKE, W. K.	180-17050	BUCCIARBLLI, T.	
Near-wake structure and unsteady pressures a	it	Bit slices in a radar processor	A80-23530
Near-wake structure and unsteady pressures a trailing edges of airfoils A	.80-23900	BUGGISCH, Hà	A80-23530
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A.	80-23900	BUGGISCH, Hi Airfoil with minimum relaxation drag	A80-23530 A80-22914
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction	.80-23900 ic	BUGGISCH, Hå Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic character.	180-22914
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction A	80-23900	BUGGISCH, Hi Airfoil with minimum relaxation drag	A80-22914 istics ment data
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction A BLATT, H. Controlling adaptive antenna arrays with the	.80-23900 .ic .80-24092	BUGGISCH, Hå Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic character of a flight vehicle from onboard measure: BURMS, A.	A80-22914 istics ment data A80-21293
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction A BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm	.80-23900 .ic .80-24092	BUGGISCH, Hi Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic character of a flight vehicle from onboard measure: BURNS, A. The application of a parameteric method of	A80-22914 istics ment data A80-21293 fatigue
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V.	.80-23900 .ic .80-24092	BUGGISCH, Hå Airfoil with minimum relaxation drag BURNISTROV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measure: BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5	A80-22914 istics ment data A80-21293 fatigue t
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm	.80-23900 .ic .80-24092 .80-23283	BUGGISCH, Ha Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic characters of a flight vehicle from onboard measures BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/H-3836]	A80-22914 istics ment data A80-21293 fatigue
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme	.80-23900 .ic .80-24092 .80-23283	BUGGISCH, Hå Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measure: BURMS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BYERS, B. A. Preliminary design of graphite composite with the state of the state	A80-22914 istics ment data A80-21293 fatigue t N80-17068
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm ABOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme BOHL, J. C. Experimental study of the aerodynamics of a	.80-23900 .ic .80-24092 .80-23283 .ttics .nt data .80-21293	BUGGISCH, Hi Airfoil with minimum relaxation drag BURMISTBOV, M. P. Determination of the aerodynamic character of a flight vehicle from onboard measures BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-B/M-3836] BYERS, B. A.	A80-22914 istics ment data A80-21293 fatigue t N80-17068
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme and the sample matrix inversion algorithm are suremental study of the aerodynamics of a helicopter rotor blade model in an unstead	.80-23900 .ic .80-24092 .80-23283 .ttics .nt data .80-21293	BUGGISCH, Hå Airfoil with minimum relaxation drag BURMISTBOV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BYERS, B. A. Preliminary design of graphite composite was panels for commercial transport aircraft [NAS-CR-159150] BYERS, W. F.	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme a flight vehicle from onboard measureme both. Experimental study of the aerodynamics of a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21]	.80-23900 .ic .80-24092 .80-23283 .ttics .nt data .80-21293	BUGGISCH, Ha Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic characters of a flight vehicle from onboard measures. BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BYERS, B. A. Preliminary design of graphite composite with panels for commercial transport aircraft [NASA-CR-159150] BYERS, W. F. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppress:	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme of a flight vehicle from onboard measureme helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H.	.80-23900 .ic .80-24092 .80-23283 .tics .mt data .80-21293 .y flow	BUGGISCH, Hå Airfoil with minimum relaxation drag BURNISTROV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BYERS, B. A. Preliminary design of graphite composite wing panels for commercial transport aircraft [NASA-CR-159150] BYERS, W. F. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppression concept, advanced development	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction ABLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm ABOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme about the sample matrix inversion algorithm BOHL, J. C. Experimental study of the aerodynamics of a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests / for the F-15	80-23900 dic 80-24092 80-23283 stics ant data 80-21293 fy flow 80-17036	BUGGISCH, Ha Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic characters of a flight vehicle from onboard measures. BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BYERS, B. A. Preliminary design of graphite composite with panels for commercial transport aircraft [NASA-CR-159150] BYERS, W. F. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppress:	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme a flight vehicle from onboard measureme with the sample matrix inversion algorithm BOHL, J. C. Experimental study of the aerodynamics of a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests / for the F-15 BOKSER, V. D.	.80-23900 .ic .80-24092 .80-23283 .tics .nt data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962	BUGGISCH, Hå Airfoil with minimum relaxation drag BURNISTROV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BYERS, B. A. Preliminary design of graphite composite wing panels for commercial transport aircraft [NASA-CR-159150] BYERS, W. F. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppression concept, advanced development	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme a flight vehicle from onboard measureme a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests of the F-15 BOKSER, V. D. Approximate method of determining the wave definition of the surface of the same of	.80-23900 .ic .80-24092 .80-23283 .tics .nt data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .trag of	BUGGISCH, Ha Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic characters of a flight vehicle from onboard measures. BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/H-3836] BYERS, B. A. Preliminary design of graphite composite with panels for commercial transport aircraft [NASA-CR-159150] BYERS, W. P. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppress: concept, advanced development [AD-A076253] C CALLAHAM, H. B.	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem ion
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme BOHL, J. C. Experimental study of the aerodynamics of a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests / for the F-15 BOKSER, V. D. Approximate method of determining the wave day a profile in the presence of a local super region	.80-23900 .ic .80-24092 .80-23283 .tics .nt data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .trag of .sonic	BUGGISCH, Ha Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic character of a flight vehicle from onboard measure. BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BYERS, B. A. Preliminary design of graphite composite with panels for commercial transport aircraft [NASA-CR-159150] BYERS, W. P. Jet engine demountable test cell exhaust significant phase: Coanda/refraction noise suppress: concept, advanced development [AD-A076253]	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem ion
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme about the sample matrix inversion algorithm BOHL, J. C. Experimental study of the aerodynamics of a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests / for the F-15 BOKSER, V. D. Approximate method of determining the wave da a profile in the presence of a local super region	.80-23900 .ic .80-24092 .80-23283 .tics .nt data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .trag of	BUGGISCH, Hå Alrfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures BURMS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BURMS, B. A. Preliminary design of graphite composite wing panels for commercial transport aircraft [NASA-CR-159150] BURMS, W. P. Jet engine demountable test cell exhaust signase: Coanda/refraction noise suppression concept, advanced development [AD-A076253] C CALLAHAM, M. B. Frequency-domain control design for variable linear systems	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem ion
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme BOHL, J. C. Experimental study of the aerodynamics of a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests / for the F-15 BOKSER, V. D. Approximate method of determining the wave day a profile in the presence of a local super region BOPPE, C. W. Simulated transonic flows for aircraft with	.80-23900 .ic .80-24092 .80-23283 .tics .nt data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .trag of .sonic	BUGGISCH, Hå Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BURNS, B. A. Preliminary design of graphite composite was panels for commercial transport aircraft [NASA-CR-159150] BURNS, W. P. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppression concept, advanced development [AD-A076253] CC CALLAHAM, M. B. Frequency-domain control design for variable	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem ion N80-17090
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme a flight vehicle from onboard measureme a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests of the F-15 BOKSER, V. D. Approximate method of determining the wave day a profile in the presence of a local super region BOPPE, C. W. Simulated transonic flows for aircraft with nacelles, pylons, and winglets	80-23900 cic 80-24092 80-23283 stics ent data 80-21293 sy flow 80-17036 CAEPRT/ 80-23962 crag of sonic 80-21319	BUGGISCH, Hå Alrfoil with minimum relaxation drag BURNISTROV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BURNS, B. A. Preliminary design of graphite composite with panels for commercial transport aircraft [NASA-CR-159150] BURRS, W. P. Jet engine demountable test cell exhaust signase: Coanda/refraction noise suppression concept, advanced development [AD-A076253] C CALLAHAM, M. B. Frequency-domain control design for variabilinear systems CAMPBELL, W. C. Design of a wind shear detection radar for	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem ion N80-17090
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests for the F-15 BOKSER, V. D. Approximate method of determining the wave day a profile in the presence of a local super region BOPPE, C. W. Simulated transonic flows for aircraft with nacelles, pylons, and winglets [AIAA PAPEE 80-0130] BORIS, IU. A.	.80-23900 .ic .80-24092 .80-23283 .tics .nt data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .trag of .sonic .80-21319 .80-23933	BUGGISCH, Hi Airfoil with minimum relaxation drag BURMISTBOV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures. BURMS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-B/M-3836] BYERS, B. A. Preliminary design of graphite composite with panels for commercial transport aircraft [NASA-CR-159150] BYERS, W. P. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppress: concept, advanced development [AD-A076253] C CALLAHAM, M. B. Frequency-domain control design for variable linear systems CAMPBELL, W. Ci Design of a wind shear detection radar for CARLETON, R. B. The A-10 and design-to-cost: How well did	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem ion N80-17090 le A80-24261 airports A80-21429 it work?
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests / for the F-15 BOKSER, V. D. Approximate method of determining the wave do a profile in the presence of a local super region BOPPE, C. W. Simulated transonic flows for aircraft with nacelles, pylons, and winglets [AIAA PAPER 80-0130]	.80-23900 .ic .80-24092 .80-23283 .tics .nt data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .trag of .sonic .80-21319 .80-23933	BUGGISCH, Hå Airfoil with minimum relaxation drag BURMISTBOV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BUENS, B. A. Preliminary design of graphite composite was panels for commercial transport aircraft [NAS-CR-159150] BUENS, W. F. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppress: concept, advanced development [AD-A076253] C CALLAHAM, H. B. Prequency-domain control design for variable linear systems CAMPBELL, W. C: Design of a wind shear detection radar for CARLETON, R. E.	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem ion N80-17090 le A80-24261 airports A80-21429
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme a flight vehicle from onboard measureme helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests for the F-15 BOKSER, V. D. Approximate method of determining the wave da a profile in the presence of a local super region BOPPE, C. W. Simulated transonic flows for aircraft with nacelles, pylons, and winglets [AIAA PAPER 80-0130] BORIS, IU. A. Improvement of control system dynamics of me additional hydraulic load feedback	.80-23900 .ic .80-24092 .80-23283 .tics .nt data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .trag of .sonic .80-21319 .80-23933	BUGGISCH, Hi Airfoil with minimum relaxation drag BURMISTBOV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures. BURMS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-B/M-3836] BYERS, B. A. Preliminary design of graphite composite with panels for commercial transport aircraft [NASA-CR-159150] BYERS, W. P. Jet engine demountable test cell exhaust so phase: Coanda/refraction noise suppress: concept, advanced development [AD-A076253] C CALLAHAM, M. B. Frequency-domain control design for variable linear systems CAMPBELL, W. C: Design of a wind shear detection radar for CARLETON, R. B. The A-10 and design-to-cost: How well did [AD-A075437] CARNICHAEL, B. Hi The laminar lightplane or the aircraft persistence.	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem ion N80-17090 le A80-24261 airports A80-21429 it work? N80-17065
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme and the helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests / for the F-15 BOKSER, V. D. Approximate method of determining the wave do a profile in the presence of a local super region BOPPE, C. W. Simulated transonic flows for aircraft with nacelles, pylons, and winglets [AIAA PAPER 80-0130] BORIS, IU. A. Improvement of control system dynamics of me additional hydraulic load feedback BORSKY, P. N. Research plan for establishing the effects o	.80-23900 .ic .80-24092 .80-23283 .tics .sh data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .trag of sonic .80-21319 .80-21319 .80-23933 .ans of .80-21260 .f time	BUGGISCH, Hå Airfoil with minimum relaxation drag BURMISTBOV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BYERS, B. A. Preliminary design of graphite composite was panels for commercial transport aircraft [NAS-CR-159150] BYERS, W. F. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppress: concept, advanced development [AD-A076253] C CALLAHAM, M. B. Prequency-domain control design for variable linear systems CAMPBELL, W. C: Design of a wind shear detection radar for CARLETON, R. E. The A-10 and design-to-cost: How well did [AD-A075437] CARRICHAEL, B. H4	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem ion N80-17090 le A80-24261 airports A80-21429 it work? N80-17065
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme and the sample during wind tunnel tests [AMAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests for the F-15 BOKSER, V. D. Approximate method of determining the wave day a profile in the presence of a local super region BOPPE, C. W. Simulated transonic flows for aircraft with nacelles, pylons, and winglets [AIAA PAPE 80-0130] BORIS, IU. A. Improvement of control system dynamics of me additional hydraulic load feedback A Research plan for establishing the effects of varying noise exposures on community annoy	.80-23900 .ic .80-24092 .80-23283 .tics .sh data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .trag of sonic .80-21319 .80-21319 .80-23933 .ans of .80-21260 .f time	BUGGISCH, Ha Airfoil with minimum relaxation drag BURMISTBOV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures. BURMS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-B/M-3836] BYERS, B. A. Preliminary design of graphite composite with panels for commercial transport aircraft [NASA-CR-159150] BYERS, W. P. Jet engine demountable test cell exhaust some phase: Coanda/refraction noise suppress: concept, advanced development [AD-A076253] C CALLAHAM, M. B. Frequency-domain control design for variable linear systems CAMPBELL, W. C: Design of a wind shear detection radar for CARLETON, R. B. The A-10 and design-to-cost: How well did [AD-A075437] CARNICHAEL, B. H. The laminar lightplane or the aircraft perior revolution is upon us	A80-22914 istics ment data A80-21293 fatigue t N80-17068 ing N80-17148 ystem ion N80-17090 le A80-24261 airports A80-21429 it work? N80-17065 formance A80-23306
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests / for the F-15 BOKSER, V. D. Approximate method of determining the wave do a profile in the presence of a local super region BOPPE, C. W. Simulated transonic flows for aircraft with nacelles, pylons, and winglets [AIAA PAPER 80-0130] BORIS, IU. A. Improvement of control system dynamics of me additional hydraulic load feedback BORSKY, P. N. Research plan for establishing the effects of varying noise exposures on community annoy and acceptability [NASA-CR-159197]	.80-23900 .ic .80-24092 .80-23283 .tics .sh data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .trag of sonic .80-21319 .80-21319 .80-23933 .ans of .80-21260 .f time	BUGGISCH, Ha Airfoil with minimum relaxation drag BURMISTBOV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures. BURNS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BURNS, B. A. Preliminary design of graphite composite we panels for commercial transport aircraft [NASA-CR-159150] BURRS, W. P. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppress: concept, advanced development [AD-A076253] C CALLAHAM, M. B. Prequency-domain control design for variable linear systems CAMPBELL, W. C: Design of a wind shear detection radar for CARLETON, R. B. The A-10 and design-to-cost: How well did [AD-A075437] CARRICHAEL, B. H. The laminar lightplane or the aircraft perservely in the laminar lightplane or the aircraf	A80-22914 istics ment data A80-21293 fatigue N80-17068 ing N80-17148 ystem ion N80-17090 le A80-24261 airports A80-21429 it work? N80-17065 formance A80-23306 and small
Near-wake structure and unsteady pressures a trailing edges of airfoils BLANCHARD, A. Progress report on a cryogenic pilot transon wind tunnel driven by induction BLATT, H. Controlling adaptive antenna arrays with the sample matrix inversion algorithm BOBYLEV, A. V. Determination of the aerodynamic characteris of a flight vehicle from onboard measureme a helicopter rotor blade model in an unstead regime during wind tunnel tests [AAAP-NT-79-21] BOILES, J. H. All-Equipment Production Reliability Tests / for the F-15 BOKSER, V. D. Approximate method of determining the wave da a profile in the presence of a local super region BOPPE, C. W. Simulated transonic flows for aircraft with nacelles, pylons, and winglets [AIAA PAPER 80-0130] BORIS, IU. A. Improvement of control system dynamics of me additional hydraulic load feedback BORSKY, P. N. Research plan for establishing the effects o varying noise exposures on community annoy and acceptability	.80-23900 .ic .80-24092 .80-23283 .tics .ent data .80-21293 .y flow .80-17036 .AEPRT/ .80-23962 .rag of .sonic .80-21319 .80-23933 .ans of .80-21260 .f time .ance	BUGGISCH, Ha Airfoil with minimum relaxation drag BURMISTROV, M. P. Determination of the aerodynamic character: of a flight vehicle from onboard measures. BURMS, A. The application of a parameteric method of load measurement to wings based on flight measurements on a Lightning Mk T5 [ARC-R/M-3836] BYERS, B. A. Preliminary design of graphite composite we panels for commercial transport aircraft [NASA-CR-159150] BYERS, W. P. Jet engine demountable test cell exhaust syphase: Coanda/refraction noise suppression concept, advanced development [AD-A076253] C CALLAHAH, M. B. Frequency-domain control design for variable linear systems CAMPBELL, W. C: Design of a wind shear detection radar for CARLETON, R. B. The A-10 and design-to-cost: How well did [AD-A075437] CARNICHAEL, B. Hi The laminar lightplane or the aircraft per revolution is upon us CARTER, T. D. Investigation of ground effects on large as	A80-22914 istics ment data A80-21293 fatigue N80-17068 ing N80-17148 ystem ion N80-17090 le A80-24261 airports A80-21429 it work? N80-17065 formance A80-23306 and small

PERSONAL AUTHOR INDEX EGOSHIN, S. V.

CASSATT, G. G.		CRUZ, B. I.	
Evaluation of the crack gage concept fo monitoring aicraft flaw growth potent		Aerobraking and aerocapture for planetary	missions
[AD-A076320]	N80-17509	CZOWNICKI, J.	A80-21228
Evaluation of the crack gage concept fo	r	Organization of regional airports	
monitoring aircraft flaw growth poten	tial Volume	,	A80-22725
1. Technical discussion [AD-A076421]	NOO 17510		
CHADWICK, R. B.	N80-17510	D	
Design of a wind shear detection radar	for airports	DAINERO, V. I.	•
	A80-21429	Determination of start-up pressure losses	for
CHALLITA, A. The cooling of hird innert lead-		gas-turbine engine compressors	
The scaling of bird impact loads [AD-A075215]	N80-17045	DASHEVSKII, E. H.	A80-21052
CHAN, Y. Y.		The operation of airports: Maintenance and	unkoon
A perturbation theory of two-dimensiona	l transonic	/Handbook/	apreeb
wind tunnel wall interference [AD-A071167]	N80-17092	DIGHTH A. T	A80-23088
CHENG, H. K.	MOU-17092	DASTIN, S. J. Composites for aerospace applications	
Transonic swept-wing analysis using asy	mptotic and	composited for delospace applications	A80-21127
other numerical methods		DAVIES, E. G.	
[AIAA PAPER 80-0342] CHERNENKO, ZH. S.	A80-22751	Feasibility and concept study to convert t	he
The An-24 aircraft - Design and mainten	ance /3rd	NASA/AMES vertical motion simulator to a helicopter simulator	
revised and enlarged edition/	•	[NASA-CR-152193]	N80-16070
CHIGIER, N. A.	A80-23084	DAVIS, J. W.	
Air pollution from aircraft		Fatigue data on a variety of nonwoven glas	s
[NASA-CR-159712]	N80-16060	composites for helicopter rotor blades	A80-21136
CHOU, R. C.		DAVIS, W. A.	
Feasibility and concept study to conver NASA/AMES vertical motion simulator to		Principles of electronic warfare - Radar as	
helicopter simulator	оа	. DE HOPP, R. L.	A80-23970
[NASA-CR-152193]	N80 - 16070	Optimal output feedback for systems having	direct
CHOW, R.		feedthrough of control	411000
Transonic swept-wing analysis using asy other numerical methods	mptotic and	DE GENERAL D	A80-24266
[AIAA PAPER 80-0342]	A80-22751	DE TEMPLE, B. The structure-free thrust-doubling of inse	-A 1:1-
CLARK, A. F.		aircraft - The possibility of using	c-iike
Titanium combustion in turbine engines		insect-flight /thrust-flight/ on a large	
[AD-A075657] COCQUEREZ, J. L.	N80-16059	technical scale	
Initial study of the response of an air	craft to	DEFELICE, J. J.	A80-23371
lateral gusts		Damping of an engine exhaust stack	
[AAAF-NT-79-03]	N80-17084		N80-17265
COLLIN, G. Composites in aircraft manufacturing - 1	à n	DEGAWA, T.	
impressive rise	a.u	Synthesis of an adaptive flight control sys with an observer	stem
	A80-21923		A80-22578
CONLON, J.	1 1361	DEITRICH, R. C.	•
A comparison of calculated and experiment and pressure distributions for several		Aerostructure nondestructive evaluation by field techniques	therma1
helicopter rotor sections	-	[AD-A076541]	N80-17495
[NASA-TM-81160]	N80-16036	DEJONGE, J. B.	11433
COPLEY, J. C. On interfacing structural information as	nd looding	Additional information about FALSTAFF	
data in aeroelastic analysis	nd roading	[NLR-TR-79056-U] DI LAZZARO, N.	N80-17508
[ARC-R/M-3833]	N80-17521	Bit slices in a radar processor	
COSEL, R. H.	•		A80-23530
FAM lightning protection study: Report investigations relative to providing 1		DOUGLASS, C. A.	
protection for the Remote Center Air-		Optimum intensity setting of approach and r light systems	unway
(RCAG)		[AD-A075485]	N80-16046
[AD-A076943] COUCH, E. V.	N80-16259	DOYLE, V. L.	
Accident data systems study requirements	s analysis	Core noise investigation of the CP6-50 turk engine	ofan
for a FAA accident data system		[NASA-CR-159598]	N80-16061
[AD-A075611]	N80-17043	Core noise investigation of the CF6-50 turk	ofan
CRAIG, J. R. Development of a hot wire initiated		engine .	
pyrotechnic-propellant gas source for	a	[NASA-CR-159749] DUDIE, G. N.	N80-16062
parachute ejection system		Hypersonic slipflow of a viscous gas over a	i
ADAMBARR R R	A80-23461	slender delta wing	-
CRAWFORD, D. R. A practical guide to airplane performance	e and decion	DVFM1U T D	A80-21286
n product june to arread personaut	A80-21876	DYKHAH, J. R. Aerodynamic-structural analysis of dual bla	dod.
CRONIN, D. L.		helicopter systems	lueu
Aerodynamic-structural analysis of dual	bladed	[NASA-CR-162754]	N80-17061
helicopter systems [NASA-CR-162754]	N80-17061	_	
CRONKHITE, J. D.		E	
Investigation of the crash-impact charac	cteristics	EDESKUTY, P. J.	
of advanced airframe structures	NOA - 47047	Safety of liquid hydrogen in air transporta	
[AD-A075163] CRUSE, T. A.	N80-17067	[LA-UR-79-1416]	N80-16236
Low cycle fatigue life model for gas tur	bine	EGOSHIN, S. V. Calculation of the flow past a body of arbi	trary
engine disks		configuration, moving in an ideal fluid a	bove a
	A80-24140	flat surface	
			A80-21283

EKVALL, J. C. Design for continuing structural integrity	A80-24138	PRANCHI, L. J. Pault-surviving flight control avionics	A80-21750
EL-HADY, N. M. Nonparallel stability of three-dimensional compressible boundary layers. Part 1:		PRANZ, J. On the fatigue life evaluation of jointed specimens undergoing load transfer with	
Stability analysis [NASA-CR-3245]	N80-16296	to stress concentration [BMVG-PBWT-79-11]	N80-17519
ELBER, W. Means for controlling aerodynamically indu [NASA-CASE-LAR-12175-1]	ced twist N80-16055	PRENCH, J. R. Aerobraking and aerocapture for planetary	missions A80-21228
ELKIN, IU. 6. Drag calculations for profiles at transoni	c speeds	PROLOT, V. H. Some parametric relations for designing	
ELLERBEIRR, W. Airfoil with minimum relaxation drag	180-21303	large-aspect wings	A80-21294
ESKER, D. W.	A80-22914	Wind-tunnel/flight correlation study of aerodynamic characteristics of a large i	fle x ible
Investigation of ground effects on large a scale models of a three fan V/STOL aircr configuration		supersonic cruise airplane (XB-701) 2: Extrapolation of wind-tunnel data to ful conditions	ll-scale
[NASA-CR-152240] EVSREV, D. D.	N80-16030	[NASA-TP-1515] PYPB, D. W.	N80-16032
Calculation of some aerodynamic characteri a flexible aircraft by an influence coef method	ficient	Development of a hot wire initiated pyrotechnic-propellant gas source for a parachute ejection system	
EWING, B. A.	A80-21343		A80-23461
High temperature radial turbine demonstrat	ion A80-22749	G	
F		GALINSKII, V. P. Calculation of the supersonic flow past a	winged
PALCONER, P.		bielliptical body	A80-21342
Circumpolar measurements of ozone, particl carbon monoxide from a commercial airlin		GALLAGHER, J. P. Variations in crack growth rate behavior	A80-23858
PARASSAT, P.		GALLOT, J.	
Research on helicopter rotor noise [AD-A075259]	N80-17824	Synthesis of unsteady aerodynamic problems concerning helicopters	N80-17035
PAULMANN, D. Progress report on a cryogenic pilot trans wind tunnel driven by induction	sonic	[AAAF-NT-79-19] GALLOWAY, T1 L. Small Transport Aircraft Technology	MOU-17033
	A80-24092		A80-21225
PAY, J. A.		GAMON, N. A.	
Air pollution from aircraft [NASA-CR-159712] FILATRY, A. S.	N80-16060	General aviation airplane structural crashworthiness user's manual. Volume 2 Input-output, techniques and application	ns
Approximate estimation of the least number optimal distribution of landing airports maneuvering hypersonic flight vehicles		[AD-A075949] GARCIA, W. Composite material application to the MK12	N80-17042
PISCHER, J. P.	A90-21335	midbay substructure [AD-A076485]	N80-17152
Results of a Loran-C flight test using an data reference		GARTHER, W. B. Piloted flight simulation study of low-lev	
[NASA-CR-162751] FISHER, R. Design and engineering of carbon brakes	N80-16051	shear, phase 4. All-weather landing sysengineering services support project, to [AD-A077164]	
PLEROV, IU. A.	A80-22271	GAYVA, I. P. Evaluation of the kernel of an integral ed	
Methods of computer-aided aircraft design	A80-23068	for a wing performing harmonic oscillations subsonic flow	ions in
FORD, T. Looking ahead	100 000"	GELDER, T. F.	A80-21296
FORSCH, H. Advanced composite material applications t	A80-22146	Aerodynamic performances of three fan stat designs operating with rotor having tip	speed of
structure	A80-21129	337 meters per second and pressure ration 1.54. 1: Experimental performance [NASA-TP-1610]	N80-17071
FORSYTH, J: P. Detailed design and fabrication of a Helic		GILES, G4 L. Design considerations for attaining 200-kg	
Ground Mobility System (HGMS) [AD-A076932]	N80-17087	velocities at the aircraft landing loads traction facility	s and
FORSTH, R. W. Detailed design and fabrication of a Helic Ground Mobility System (HGMS)	copter	[NASA-TM-80096] GIULIANETTI, D4 J- Toward new small transports for commuter a	N80-16071
[AD-A076932] FOURNIER, J.	N80-17087	GLADDEN, H. J.	180-21224
North Atlantic MNPS 1980	A80-24383	Effects of a ceramic coating on metal temporal of an air-cooled turbine vane	='
FOY, W. H. Piloted flight simulation study of low-less	ral wind	[NASA-TP-1598]	N80-17397
Piloted flight simulation study of low-let shear, phase 4. All-weather landing sys engineering services support project, to [AD-A077164]	stems,	GLEICH, D. Design study of prestressed rotor spar com [NASA-CR-159086]	ncept N80-17062
PRALICK, G. C. Some dynamic and time-averaged flow measur in a turbine rig	cements		

№80-21120

PERSONAL AUTHOR INDEX HOPPMAN, D. J.

GOLDHOFF, R. B. Development of a standard methodology for correlation and extrapolation of elevate		Hot film anemometry. A bibliography with [NTIS/PS-79/0909/6] HAITE, P. G.	abstracts N80-16318
temperature creep and rupture data. Vol A state-of-the-art review	ume 2:	Investigation into the reliability and cos ownership of the Plessey air motor servo	t of unit -
[EPRI-FP-1062-VOL-2] GOLUBKIN, V. N.	N80-16152	Type 306	A80-21241
Centrifugal forces on a thin wing in hyper flight at large angles of attack	sonic A80-21315	Full scale aircraft simulation with cryoge	nic
Influence of the leading-edge planform on hypersonic flow over a small-aspect-rati	the	tunnels and status of the National Trans Facility	A80-24090
GOOLD, I.	A80-21349	HAMELIN, J. North Atlantic MNPS 1980	
Safety and comfort - The airliner cabin	A80-23799	HAMILTON, D. A.	A80-24383
GOON, H. The Aircraft Reply and Interference Enviro		Orbiter landing loads math model descripti correlation with ALT flight data	on and
Simulator (ARIES). Volume 1: Principle operation	s of	[NASA-RP-1056] HARGROVE, W. J.	N80-16091
[AD-A074542] The Aircraft Reply and Interference Enviro Simulator (ARIES). Volume 2: Appendice		Advanced flight controls for transport air HARTMAN, G. L.	craft A80-21897
principles of operation		Digital adaptive controllers for VTOL vehi	cles.
[AD-A074482] GORELOV, IU. A.	N80-16045	Volume 2: Software documentation [NASA-CR-159154-VOL-2]	N80-16066 .
Flow over a plate in the presence of a vor	tex sink A80-21295	HARTMANH, G. L. Digital adaptive controllers for VTOL vehi	cles.
GORETSKII, L. I. The operation of airports: Maintenance and	upkeep	Volume 1: Concept evaluation [NASA-CR-159154-VOL-1]	N80-16065
/Handbook/ GORO VOI, B. I.	A80-23088	HAZELWOOD, C. Transponder Performance Analyzer (TPA)	
The An-24 aircraft - Design and maintenanc revised and enlarged edition/	e /3rd .	[AD-A075783] HELEMBROOK, R. G. Durability of foam insulation for LH2 fuel	N80-16048
GOSTEV, P. H.	A80-23084	of future subsonic transports	A80-22687
A panel method for calculating the loads a a wing that performs harmonic oscillation		HENDERSON, L. F. Experiments on the diffraction of weak bla	
subsonic flow	A80-21272	- The von Neumann paradox	A80-24360
GRAHAH, J. H. R. Description and report on the calibration	of an	HERTZ, J. Composite material application to the MK12.	
unsteady flow wind tunnel, part 1. The u lift generated on an airfoil at moderate	nsteady	midbay substructure [AD-A076485]	N80-17152
incidence to a flow containing streaming oscillations, part 2 [IC-MERO-79-04-PT-1/2]	N80-17040	HEYWOOD, J. B. Air pollution from aircraft	W00 46060
GRANGIER, M.		[NASA-CR-159712] HILL, E. G.	N80-16060
Research programs in general aviation - Ne generation aircraft	xt A80-22983	The proposed Boeing Supersonic Wind Tunnel Reynolds number insert	-
The Mitsubishi Diamond I - What are its chathe the current market		HILL, R. H. Accident data systems study requirements as	A80-24089
GREENBERG, M.	A80-22984	for a FAA accident data system	_
Summary of transponder data		[AD-A075611] HILL, R. W.	N80-17043
[AD-A075486] GREBHLEAP, G. H. Infrared runway collision avoidance system	N80-17048	An overview of the NAVSTAR Global Position System and the Navy Navigation Satellite	System
[AD-A078131] GREGORY, G. L.	N80-16069	[AAS 79-108] HIWKLE, T. V. Effect of service environment on F-15 boro	A80-24712
Summary of aircraft results for 1978 south Virginia urban plume measurement study o		stabilator [AD-A076493]	N80-17064
nitrogen oxides, and methane [NASA-TM-80146]	N80-16575	HIRANO, T. Wind tunnel design and performance for rough	
GROSSMAN, B. The nonlinear supersonic potential flow over		turbulent boundary layer	-
wings [AIAA PAPER 80-0269]	A80-23942	HODGE, K. E. Research developments for aircraft safety	A80-21980
GUSEV, N. A.		_	A80-22148
Possibility of the onset of self-oscillation cylindrical bodies situated in longituding liquid or gas flows in the case of crisis GUTHANN, H. J.	nal	HODGE, W. P. Comparison of analytical and flight test identified aerodynamic derivatives for a tandem-rotor transport helicopter [NASA-TP-1581]	N80-17060
Digital flight control software validation [AD-A076021]	study N80-17082	HODGSON, T. H. Investigation of trailing-edge noise	
н		HODSON, C. H.	A80-23901
HAAS, T. J.	-4-14	Status of cavity noise phenomena measuremen suppression on the B-1 aircraft	
Investigation of the crash-impact character of advanced airframe structures [AD-A075163]	n80-17067	HOPPHAN, D. J.	N80-16202
HABERCON, G. B., JR.		The 737 graphite composite flight spoiler f service evaluation	
Collision avoidance systems. A bibliograph abstracts	_	[NASA-CR-159094]	N80-17147
[NTIS/PS-79/0960/9]	N80-16053		

PERSONAL AUTHOR INDEX

### SOURCESS OF The Processing Structural information and loading data in aeroelastic analysis ### SOURCESS OF THE PROCESS OF				
MINIOND, J. R. Theronotroctural analysis of structural concepts for Lupsch and states of the National Transonic Facility 1. Therefore the National Transonic Facility 2. The Office of Competence of the National Transonic Facility 2. Therefore the National Transonic Facility 2. Therefore the National Transonic Facility 2. The Office of Competence of Competence Facility 2. The Office of Competence Facility 2. The National Professional Competence Facility 2. The Office of Competence Facility 3. The Office of Competence Facility 3. The Office of Competence Facilit	HOPPMAN, R.		KAPELIUSHNIK, I. I.	
NOLYMEN, 1. 1. Controlling adaptive antenna arrays with the sample matrix invarious algorithm and superious and invariant invarious algorithm and superious and analysis of an experimental and numerical invotigation of a net perimental numerical invotigation of regional alryois of in service flight histories of the initiation of fatigue dange part of the initiation of fatigue dange and perimental numerical invotigation of regional alryois of matrix numerical and status of the National Transonic Facility Application of random time domain analysis to dynamic flight secarce ents when the domain analysis to dynamic flight secarce ents when the domain analysis to dynamic flight scale sicraft simulation with cryoposic tunnels and status of the National Transonic Facility Application of random time domain analysis to dynamic flight secarce ents and status of the National Transonic Facility Application of random time domain analysis to dynamic flight secarce ents and status of the National Transonic Facility Application of random time domain analysis to dynamic flight secarce ents and status of the National Transonic Facility Application of random time domain analysis to dynamic flight secarce ents and status of the National Transonic Facility Application of a control system domain and status of the National Transonic Particular Scale of the National Transonic Facility Application of a control system domain and status of the National Transonic Particular Scale of the National Transonic Particular Scale of the National Transonic Particular Scale of the Nation		motion	Technology of adhesive bonding of aircraft	parts
On interfacton structural information and loading date in secolastic analysis Bonowarg, 1. 1. Bonowarg, 1. 1. Controlling adaptive intensa arrays with the application of a manufactural analysis of the structural analysis of a service flight histories of the initiation of structural analysis of inservice flight histories of the initiation of fatigue damage with the collection and analysis of inservice flight histories of the initiation of fatigue damage with the collection and analysis of inservice flight histories of the initiation of fatigue damage with the collection and analysis of inservice flight histories of the initiation of fatigue damage with a service flight histories of the fatigue damage with a service flight histories of the fatigue damage with a service flight histories of the fatigue damage with a service of the initiation of fatigue damage with a service of the section of th	TOT BODD -	A80-23988		A80-23066
Asket is asroelastic analysis MODOTTE, L. T. Controlling adaptive antenne arrays with the sample saturi inversion algorithm MODOTTE, L. T. Controlling adaptive antenne arrays with the sample saturi inversion algorithm MODOTTE, L. T. MODOTTE, L. T. Controlling adaptive antenne arrays with the sample saturi inversion algorithm MODOTTE, L. T. MODOTTE, L. T. Controlling adaptive antenne arrays with the sample saturi inversion algorithm MODOTTE, L. T.		loading	RASHIN, G. M.	
### SECONT. I. B. Superior and the formal inversion algorithm ### SECONT. I. B. Superior and	data in aeroelastic analysis	10441119	nethods of computer-aided aircraft design	180-23068
Controlling adeptive antenne arrays with the sample matrix inversion algorithm A80-2283] A80-2283] BOBSTAN, C. C. An experisential and maserical investigation of a three-diseasional shock wave separated turbulent (AIAM PARS 80-0002) BOBSTAN, C. C. An experisential and maserical investigation of a three-diseasional shock wave separated turbulent (AIAM PARS 80-0002) BUTH, M. BINDERS 80-0002) BUTH, M. BINDERS 80-0021 BUTH, M. BOBSTAN, C. C. BORNERS 80-0021 BORN		N80-17521		25000
INDETRIBLY, C. C. An experimental and numerical investigation of a three-discussional shock wave separated turbulent in the element of the state of of		he	Shrinkage-compensating cement for airport	
### Month Mo	sample matrix inversion algorithm			N80-16197
An experimental and numerical investigation of a three-disensional shock ware separated turbulent at the content of the separated turbulent and the content of the separate state of the season of seaso	HORSTHAN C C	A80-23283		
HUTS. R. Collection and analysis of in service flight histories of the initiation of fatigue dange status of regional airports A30-22725 TRIAL, Z. Conganization of regional airports A30-22725 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-22725 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-22725 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-22725 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-22725 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-22725 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-22726 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-22726 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-22727 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-22725 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-24020 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements A30-24020 TRIALISTS. R. Populication of readon time domain analysis to dynamic flight nessurements on a Lightning Rt 73 TRIALISTS. R. Populication of a craft at suplation of a fatigue land status of the National Transonic flight nessurements on a Lightning Rt 73 TRIALISTS. R. P. Populication of a cative and passagements on a Lightning Rt 73 TRIALISTS. R. P. Populication of a compension of a		n of a	A ray-theory approach for high-frequency	
NOTES. 4. 11 A PAPER 80-0002] Observation of regional airports A30-22725 BILA, S. B. Application of randos tize domain analysis to dynamic flight ensurements with cryogenic tunnels and status of the National Transonic Pacific tunnels and st	three-dimensional shock wave separated t			A80-23916
Collection and analysis of in service flight Collection and analysis of service flight and collection of analysis of advanced for a paraseters with unsteady serodynamic modelling Collection of random time domain analysis to dynamic flight ensurements Full scale aircraft simulation with cryogenic tunnels and status of the National Transonic Facility Abo-24090 JUKSON, L. R. JUCSON, L. R. JUCKSON, L		190-22727		
Collection and shallysis of in service flight BLAL APPER 80-0015] BLAD 27272 BLAD 27275 BLAD 27275	HOTH, R.			10 to
BRIGHT PROFITS Organization of regional airports A80-22725 TABBERT, S. B. Application of randos time domain analysis to dynamic flight measurements BRO-16226 TROOR, W. B. Tablication of randos time domain analysis to dynamic flight measurements BRO-16226 TROOR, W. B. Tablication of randos time domain analysis to dynamic flight measurements BRO-16226 Tablication of randos time domain analysis to dynamic flight measurements BRO-16226 Tablication of randos time domain analysis to dynamic flight measurements BRO-16226 Tablication of randos time domain analysis to dynamic flight measurements BRO-16226 Tablication of randos time domain analysis to dynamic flight measurements BRO-16226 Tablication of randos time domain analysis to dynamic flight measurement to wings based on flight tunnels and status of the National Transonic Facility ARO-24090 TAKKSOR, L. B. The reflect data systems study requirements analysis for FRA Baccident data systems study requirements and system of a FRA Baccident data systems study requirements of a FRA Baccident data systems study requirements and system of a FRA Baccident data systems study requirements of a FRA Baccident data systems study requirements of a FRA Baccident data systems study requirements and passive means of alleviating rotor impulsive noise in flight vehicles SUBMINITION, D. S. SUBMINITION, D. S. The effect of equatorial innospheric disturbance on anicraft-to-satellite communications OMESSON, C. B. The effect of equatorial innospheric disturbance on anicraft-to-satellite communications NRO-21020 SUBMINITION, D. S. SUBMINITION, D. S	Collection and analysis of in service flig	ht	the 6th	
STIAL, 7. Organization of regional airports NAMINA, 7. Namina of regional airports is deal airport in section of regional transonic regions of the National Transonic regions of a composite particular of the National Transonic regions o	[BMVG-FBWT-79-10]		[AIAA PAPER 80-0035]	A80-22729
JOHESON, J. D. The effect of equatorial incorperies alleviation of active and passive seams of alleviating rotor impulsive noise in sailtry aircraft. The effect of equatorial incorperies tillustes and status of the National Transonic functions, J. S. The effect of equatorial incorperies alleviation with cryogenic tunnels and status of the National Transonic functions, J. S. JOHESON, C. B. The contractural analyses of structural concepts for hypersonic craims wehicles for hypersonic craims wehicles A80-23050 A80-230	HYLA, Z.		Maximum likelihood identification of aircra	aft
FIRMETH, S. R. Application of randos time domain analysis to dynamic flight seasurements N80-16226 Fall scale aircraft simulation with cryogenic tunnels and status of the National Transonic Facility A80-24990 A80-24990 A80-24990 A80-24990 AROSON, L. R. Thermostructural analyses of structural concepts for hypersonic cruise vehicles f	Organization of regional airports	120-22725	parameters with unsteady aerodynamic mode	elling
IRBHIRS, S. B. Application of random time domain analysis to dynamic flight seasurements MRO-16226 IGOD, V. B. Full scale aircraft simulation with cryogenic transonic Facility ARO-24090 RRO-16236 IGOD, V. B. Full scale aircraft simulation with cryogenic Facility RRO-16237 ANALYSIA, D. B. Thersostructural analyses of structural concepts for hypersonic cruzine vehicles IGHAN PAPER 80-0407] ANALYMAN, D. Socretical and experimental investigations of vortex lift at high angles of attack (AD-A074483) SINUSCON, A. L. The effect of equatorial ionospheric disturbance on aircraft-to-matellite consumulcations OMENSON, S. B. Full scale aircraft simulation of active and passive seams of alleviating rotor impulsive noise in [MAS-C-159188] JOHNSON, A. L. Resin matrices and their contribution to composite tunnels and status of the National Transonic Facility ARO-23050 JOHNSON, J. V. Resin matrices and their contribution to composite tunnels and status of the National Transonic field, hydraulic and air conditioning components in military aircraft ARO-21200 JOHNSON, J. V. Resin matrices and their contribution to composite in military aircraft ARO-21200 JOHNSON, P. T. Vinctions of a compressor blade with slip at the root NRO-17263 JOHNSON, P. T. Ving flapping with minimum energy (MASA-TA-81178) KARACHAMA, Y. Wing flapping with minimum energy (MASA-TA-81178) KRO-17263 JOHNSON, P. T. Wing flapping with minimum energy (MASA-TA-81178) KRO-17263 JOHNSON, P. T. Wing flapping with minimum energy (MASA-TA-81178) KRO-17263 JOHNSON, P. T. Wing flapping with minimum energy (MASA-TA-81178) KRO-17263 JOHNSON, P. T. Wing flapping with minimum energy (MASA-TA-81178) KRO-17263 JOHNSON, J. V. RESIDENTIAL TO COMPANY AND ANALY ANALY AND ANALY AND ANALY AN		NOV-22125	KILGORR, R. A.	N80-16027
INBRITH, S. B. APPLICATION of randos time domain analysis to dynamic flight seasurements: N80-16226 APPLICATION of randos time domain analysis to dynamic flight seasurements: N80-16226 APPLIA scale aircraft simulation with cyropenic tunnels and status of the National Transonic Pacility N80-24090 NACKSON, L. R. Thermostructural analyses of structural concepts for hypersonic cruise vehicles for hyp	1		Full scale aircraft simulation with cryoger	nic
Application of random time domain analysis to dynamic flight resourcents KROP, W. B. Full scale aircraft simulation with cryogenic tunnels and status of the National Transonic Facility A80-24090 JACKSON, L. B. Theracetructural analyses of structural concepts for hypersonic cruise wehicles A80-23950 JANAMIAN PAPER 80-04071 JANAMIAN PAPER 80-04071 JAMAMIAN PAPER 80-04071 JAMAMIAN PAPER 80-04071 JAMAMIAN PAPER 80-04071 JACKSON, L. B. Thereisental evaluation of active and passive descent flight wehicles (AD-A070483) Taperisental evaluation of active and passive descent flight evaluation of active and passive measurements of the reduction of wind tunnel wall interference by adaptive-wall technology (ABN-7088) JOHNSON, A. L. The effect of equatorial ionospheric disturbance on aircraft-to-satellite communications JOHNSON, J. W. Resin satrices and their contribution to composite tunnels and status of the National Transonic Facility JOHNSON, J. W. Resin satrices and their contribution to composite properties JOHNSON, J. W. Resin satrices and their contribution to composite properties JOHNSON, J. W. Resin satrices and their contribution to composite properties JOHNSON, S. I. Wing flapping with minimum energy [Wing flapping with minimum ener	IBRAHIM. S. R.		tunnels and status of the National Transc	onic
Org. W. B. Full scale aircraft simulation with cryogenic tunnels and status of the National Transonic Facility A80-24090 JAKKSOW, L. B. Thermostructural analyses of structural concepts for hypersonic cruise vehicles [ATMA PRES 80-0407] A80-23950 JAHAKIRAN, D. S. (ADA-074083] R80-16037 Experimental evaluation of active and passive seams of alleviating rotor impulsive noise in constructural tongenerate analysis noise in Facility A80-24090 JOHNSON, C. B. Full scale aircraft simulation with cryogenic disturbance on aircraft-to-satellite communications JOHNSON, C. B. Full scale aircraft simulation with cryogenic disturbance on aircraft-to-satellite communications JOHNSON, C. B. Full scale aircraft simulation with cryogenic disturbance on aircraft-to-satellite communications JOHNSON, C. B. Full scale aircraft simulation with cryogenic disturbance on aircraft-to-satellite communications JOHNSON, J. W. Resin satrices and their contribution to cosposite group-specties JOHNSON, J. W. Resin satrices and their contribution to cosposite face, hydraulic and air conditioning components in silitary aircraft A80-21240 JOHNSO, R. T. KK KIGPIAN, T. Wind tunnel design and performance for rough wall turbulent boundary layer [MBA-TR-01174] R80-1003 KK KIGPIAN, T. Wind tunnel design and performance for rough wall turbulent boundary layer [AMAR-TR-01775] R80-21302 KMAMAI, K Synthesis of an adaptive flight control system M80-1250 The replaction of a parameteric wethod of flight winder assignment to wings based on flight M80-1708 TARCINITY. The reliablity of the mechanical components of flight vehicles The reliablity of the mechanical components of additional hydraulic and air conditioning components of a compressible fluid over an isolated aircraft and numerical investigation of a naircraft at supersonic appeals A80-21302 KULL R. The reliablity of the mechanical components of flight vehicles A80-21302 KULL R. The reliablity of the mechanical components of additional hydraulic and air condition	Application of random time domain analysis	to	racility	A80-24090
IcoS, W. B.	dynamic flight measurements	700 46006		
Table Scale alrefalf simulation with cryogenic tunnels and status of the Maximal Transonic Pacility A80-24090 A80-23050 ARIAH PAPER 80-0407] A80-23950 ARIAH PAPER 80-0407] ARIAH PAPER 80-0407	IGOE, W. B.	N8U-16226	The application of a parameteric method of	fatigue
NAMELY, R. NAME AND PROCESSES ASSOCIATION OF A STREET	Full scale aircraft simulation with cryoge	nic	measurements on a Lightning Mk T5	_
JACKSOB, L. R. Thereostructural analyses of structural concepts [ALA PAPPS 60-0407] JANKIRAH, D. S. Summary of theoretical and experimental investigations of vortex lift at high angles of attack [AD-A074883] Experimental evaluation of active and passive seans of alleriating rotor impulsive noise in descent flight The effect of equatorial inoospheric disturbance on aircraft-to-satellite communications JOHNSON, C. B. Full scale aircraft simulation with cryogenic tunnels and status of the National Transonic recility JOHNSON, C. B. Sesin matrices and their contribution to composite properties JOHNSON, J. C. Sesin matrices and their contribution to composite properties JOHNSON, C. B. Full scale aircraft simulation with cryogenic tunnels and status of the National Transonic Pacility JOHNSON, J. C. Sesin matrices and their contribution to composite properties JOHNSON, J. C. Selection of a compressor blade with slip at the root M80-17263 JOHNSON, J. C. Winations of a compressor blade vith slip at the root M80-17263 JOHNSON, J. C. Winations of a compressor blade vith slip at the root M80-17263 JOHNSON, J. C. Winations of a compressor blade vith slip at the root M80-17263 JOHNSON, J. C. Winations of a compressor blade vith slip at the root M80-17263 JOHNSON, J. C. Winations of a compressor blade vith slip at the root M80-17263 JOHNSON, J. C. Winations of a compressor blade vith slip at the root M80-17263 JOHNSON, J. C. Winations of a compressor blade vith slip at the root M80-17263 JOHNSON, J. C. Winations of a compressor blade vith slip at the root M80-17263 JOHNSON, J. C. Winations of a compressor blade vith slip at the root M80-20262 JOHNSON, J. C. Winations of a compressor blade vith slip at the root M80-21260 KERNALIN, J. Wing flapping vith siniaus energy [MANALTHAN, J. L. Wing flapping vith siniaus energy		onic		N80-17068
JACKSON, L. B. Thermostructural analyses of structural concepts for hypersonic cruise vehicles A80-23950 JANAKIRAM, D. S. Summary of theoretical and experimental investigations of vortex lift at high angles of attack. Summary of theoretical and experimental investigations of vortex lift at high angles of attack. Summary of theoretical and experimental investigations of vortex lift at high angles of attack. Experimental evaluation of active and passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of alleviating rotor impulsive noise in descent flight (passed passive seans of control system dynamics of means of flight vehicles (passed passive seans of flight vehicles (passed passive seans of flight vehicles (passed passive seans of additional hydraulic load feedback and eaction of vind tunnel vall interference by adaptive vall technology (passed passive seans of adapt		A80-24090		nalveie
JACKSON, L. R. Thermostructural analyses of structural concepts for hypersonic cruise vehicles [ATAM PAPER 80-0407] A80-23950 JAHAKRAM, D. 5. Summary of theoretical and experimental investigations of vortex lift at high angles of attack [AD-A07483] Experimental evaluation of active and passive means of alleviating rotor inpulsive noise in descent flight descent flight descent flight descent flight descent flight for the effect of equatorial ionospheric disturbance on aircraft-to-satellite communications JOHNSON, C. B. Full scale aircraft simulation with cryogenic tunnels and status of the National Transonic Pacility A80-24090 JOHNSON, J. W. Resin matrices and their contribution to composite properties JOHNSON, D. I. G. Vibrations of a compressor blade with slip at the root Investigation into the reliability of various fuel, hydraulic and air conditioning components in military aircraft 880-21203 JOHNSON, C. B. KORRIANI, I. Experimental of control system dynamics of means of flight vehicles 880-21260 KRAPT, E. H. Experiments for the reduction of wind tunnel vall interference by adaptive-wall technology [AD-1075555] RRABEY, E. H. Experiments for the reduction of wind tunnel vall interference by adaptive-wall technology [AD-1075555] RRABEY, E. H. Experiments for the reduction of wind tunnel vall interference by adaptive-wall technology [AD-1075555] RRABEY, E. H. Experiments for the reduction of wind tunnel vall interference by adaptive-wall technology [AD-1075555] RRABEY, E. H. Experiments for the reduction of wind tunnel vall interference by adaptive-wall technology [AD-1075555] RRABEY, E. H. Experiments for the reduction of wind tunnel vall interference by adaptive-wall technology [AD-1075555] RRABEY, E. H. Experiments for the reduction of wind tunnel vall interference by adaptive-wall technology [AD-1075555] RRABEY, E. H. Experimental vall interference by adaptive-wall technology [AD-1075555] RRABEY, E. H. Experimental vall interference by adaptive-wall technology [AD-1075555] RRABEY, E. H. Experimental vall	_		for a FAA accident data system	-
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Computer study of Tulsa International Airp runway 17R glide slope sites	ort
[AD-A075521] LAGOSIUR, G. S.	N80-17049
The An-24 aircraft - Design and maintenanc revised and enlarged edition/	
LAMBERT, M. Bell tilt-rotor - The next V/STOL	A80-23084
LANE, J. H.	A80-22763
A cooled laminated radial turbine technolo demonstration	a A
[AIAA PAPER 80-0300] High temperature radial turbine demonstrat [AIAA PAPER 80-0301]	A80-22748 ion A80-22749
LARGE, 6. D. A cooled laminated radial turbine technolo	
demonstration [AIAA PAPER 80-0300]	A80-22748
LATYSHEV, L. A. Introduction to aerospace technology	A80-23080
LAYRENKO, N. G. Calculation of the aerodynamic characteris	tics of
an aircraft at supersonic speeds	A80-21255
LEAKE, R. J. Multivariable synthesis with inverses	A80-24246
Theoretical analysis of the transient resp	onse of
a wing to non-stationary buffet loads [AD-A073702] LECHARD, J. T.	N80-17083
Charging of jet fuel on polyurethane foams LEWIS, R. I.	A80-23263
Vortex shedding mechanisms in relation to clearance flows and losses in axial fans	
[ARC-R/M-3829] LIBERTY, S4 B. Design of a turbojet engine controller via	N80-17077
eigenvalue/eigenvector assignment - A ne sensitivity formulation	u .
LIEBERT, C. H.	A80-24244
Effects of a ceramic coating on metal tempor of an air-cooled turbine vane	eratures
[NASA-TP-1598] LIBBOWITZ, H.	N80-17397
Research on helicopter rotor noise [AD-A075259] LITTLEPAGE, R. S.	N80-17824
Dipole broadside glide slope array [AD-A077042]	N80-16047
LOHNABH, R. P. Experimental evaluation of a low emissions performance duct burner for Variable Cyc.	
Engines (VCE) [NASA-CR-159694]	N80-17074
LORRHC, S. A. JEFF(A) mixed-flow model fan performance optimization	
[AD-A074571]	N80-16234

М

HABBY, D. G.	
The reduction of dynamic interference by sound-absorbing walls in the RAE 3 foot	wind
tunnel	· Ind
[ARC-R/M-3837]	N80-17093
The use of sound absorbing walls to reduce interference in wind tunnels	dynamic
[ARC-R/M-3831]	N80-17096
Plectronic fuel injection techniques for l	
Electronic fuel injection techniques for he powered I.C. engines	ydrogen
•	A80-23205
HADOR, R. J. Experimental evaluation of a low emissions	Li-L
performance duct burner for Variable Cyc.	niga le
Engines (VCE)	
[NASA-CR-159694] HAGA, L. J.	N80-17074
Near-wake structure and unsteady pressures	at
trailing edges of airfoils	
MALEUTH, H.	A80-23900
Computational and simplified analytical tre	eatment
of transonic wing-fuselage-pylon-store	
interactions [AIAA PAPER 80-0127]	A80-23013
MANN, M. J.	200 25015
Wind-tunnel/flight correlation study of	
<pre>aerodynamic characteristics of a large f: supersonic cruise airplane (XB-701) 2:</pre>	rexiple
Extrapolation of wind-tunnel data to ful.	l-scale
conditions [NASA-TP-1515]	NOO-16022
MARCHANT, M	N80-16032
Holographic interferometry of carbon fiber	
reinforced plastic wingtips [RAE-TR-78105]	N80-17041
HARSDEN, D. J.	
The potential for development of high perfo	ormance
light aircraft	A80-23307
HIDDRY C D	
MARTEL, C. R.	
Thermal oxidative stability test methods for	or JPTS
Thermal oxidative stability test methods for jet fuel [AD-A076374]	or JPTS N80-17242
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L.	
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring	
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data	N80-17242
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717]	
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G.	N80-17242
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace	N80-17242 N80-16063
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct	N80-17242 N80-16063
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F.	N80-17242 N80-16063
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System	N80-17242 N80-16063 Lion to A80-23351
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure	N80-17242 N80-16063
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded	N80-17242 N80-16063 Lion to A80-23351 A80-24536
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F.	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. P. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR.	N80-17242 N80-16063 ion to a80-23351 A80-24536 jets in A80-23923
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TH-80146]	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TM-80146] MAYPIELD, J.	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 eastern
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TH-80146]	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 asstern ozone, N80-16575
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TM-80146] MAYPIELD, J. Mechanical fasteners dominating aerospace	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 eastern
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. P. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TH-80146] MAYPIELD, J. Mechanical fasteners dominating aerospace MAYNARD, R. A. Design of a turbojet engine controller via	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 eastern ozone, N80-16575 A80-23335
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TM-80146] MAYPIELD, J. Mechanical fasteners dominating aerospace	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 eastern ozone, N80-16575 A80-23335
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. P. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TH-80146] MAYPIELD, J. Mechanical fasteners dominating aerospace MAYNARD, R. A. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 eastern ozone, N80-16575 A80-23335
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TH-80146] MAYPIELD, J. Mechanical fasteners dominating aerospace MAYNARD, R. A. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MCASSEY, E. V., JR.	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 eastern ozone, N80-16575 A80-23335
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. P. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TH-80146] MAYPIELD, J. Mechanical fasteners dominating aerospace MAYNARD, R. A. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MCASSEY, E. V., JR. Aerostructure nondestructive evaluation by field techniques	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 eastern ozone, N80-16575 A80-23335
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TH-80146] MAYPIELD, J. Mechanical fasteners dominating aerospace MAYNARD, R. A. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MCASSEY, E. V., JR. Aerostructure nondestructive evaluation by field techniques [AD-A076541]	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 eastern ozone, N80-16575 A80-23335
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TH-80146] MAYPIELD, J. Mechanical fasteners dominating aerospace MAYNARD, R. A. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MCASSEY, E. V., JR. Aerostructure nondestructive evaluation by field techniques [AD-A076541] MCCLAMROCH, N. H.	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 astern ozone, N80-16575 A80-23335 A80-24244 thermal N80-17495
Thermal oxidative stability test methods for jet fuel [AD-A076374] MARTIN, R. L. Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance, clearance, and thermal data [NASA-CR-159717] MASON, H. G. The shapes of things to come - An introduct the capabilities of the British Aerospace Numerical Master Geometry System MASON, J. F. Crack-detectives foil aircraft failure MASSIER, P. F. Excess noise from supersonic underexpanded flight. I MATHIS, J. J., JR. Summary of aircraft results for 1978 souther virginia urban plume measurement study of nitrogen oxides, and methane [NASA-TH-80146] MAYPIELD, J. Mechanical fasteners dominating aerospace MAYNARD, R. A. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MCASSEY, E. V., JR. Aerostructure nondestructive evaluation by field techniques [AD-A076541]	N80-17242 N80-16063 ion to A80-23351 A80-24536 jets in A80-23923 astern ozone, N80-16575 A80-23335 A80-24244 thermal N80-17495

PERSONAL AUTHOR INDEX

MACD 1 6777 7 6			
MCCRACKEN, R. C. NASA quiet short-haul research aircraft		HOORE, N. T. Core noise investigation of the CF6-50 tur	hofan
experimenters' handbook		engine	DOLGH
[NASA-TM-81162] MCCUTCHEN, H.	N80-16024	[NASA-CR-159749]	N80-16062
Composite material application to the MK12	A RV	HORNE, K. P. Design of a wind shear detection radar for	airnorte
midbay substructure			A80-21429
[AD-A076485] MCDOMALD, A. B.	N80-17152	MORGAN, T.	
Advanced design aircrew protective restrain	nt systems	Air traffic control/full beacon collision avoidance system, Knoxville simulation	
[AD-A076061]	N80-17046	[AD-A074555]	N80-16043
MCKEE, O. H. Spread-spectrum data link test facility		MORISSET, J. Composites in aircraft manufacturing - An	
[AD-A075098]	N80-17337	impressive rise	
MCKINLEY, J. Bi	DV 433	EOST DED * 4	A80-21923
Airborne evaluation of the production AN/A Loran-C navigator	MM-133	MOULDER, J. C. Titanium combustion in turbine engines	
[AD-A075484]	N80-17057	[AD-A075657]	N80-16059
MCKINNON, M. G. Vibrational modes of an aircraft simulator	motion	MOZZHILKIW, V. V.	
system	mo cion	A panel method for calculating the loads a a wing that performs harmonic oscillation	
	A80-23988	subsonic flow	
MCLAUGHLIN, P. V., JR. Aerostructure nondestructive evaluation by	thermal	Evaluation of the kernel of an integral eq	A80-21272
field techniques		for a wing performing harmonic oscillati	
[AD-A076541] MENG, S. Y.	N80-17495	subsonic flow	
Transonic swept-wing analysis using asympto	otic and	MULCARE, D. B.	A80-21296
other numerical methods		Digital flight control software validation	study
[AIAA PAPER 80-0342] MEHTE, L. J.	A80-22751	[AD-A076021] HUSZYHSKA, A.	N80-17082
An evaluation of the ADINA finite element		Vibrations of a compressor blade with slip	at the
for application to aircraft overpressure	•	root	
<pre>vulnerability [AD-A074261]</pre>	N80-16056		N80-17263
HESSITER, A. F.		N	
Analysis of two-dimensional interactions be shock waves and boundary layers	etween	NASHIP, A. D.	
Shock .waves and boundary rajers	A80-21232	Damping of an engine exhaust stack	
MEYER, G.		•	N80-17265
Plight tests of the total automatic flight system (Tafcos) concept on a DHC-6 Twin (NEILAND, V. IA. Influence of an entropy layer on boundary:	1 2 2 0 5
aircraft		separation in hypersonic flow	rayer
		ocharacion in mypersonic fior	
[NASA-TP-1513]	N80-17081		A80-21287
[NASA-TP-1513] MEYER, L. J. A cooled laminated radial turbine technology		HESS, W. G.	
MBYER, L. J. A cooled laminated radial turbine technolog demonstration	3 Y	HESS, W. G. Digital flight control software validation [AD-A076021]	
MBYER, L. J. A cooled laminated radial turbine technologements tation [AIAA PAPER 80-0300]		HESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. Pa	study
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing	37 A80-22748	HESS, W. G. Digital flight control software validation [AD-A076021] HEWELL, G. Pa Airport capacity and delays	study
MBYER, L. J. A cooled laminated radial turbine technologements that the second of the	JY A80-22748 ne	HESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. F. Airport capacity and delays NEWHAN, J. C., JR.	study N80-17082
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing	37 A80-22748	HESS, W. G. Digital flight control software validation [AD-A076021] HEWELL, G. Pa Airport capacity and delays	study N80-17082
HBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] HBYER, T. G. Low cycle fatigue life model for gas turbing engine disks HICHALKE, A. Importance of jet temperature on the predic	33 A80-22748 ae A80-24140	HESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. F. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks	study N80-17082
MBYER, L. J. A cooled laminated radial turbine technology demonstration [ATAM PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A.	A80-22748 ne A80-24140 ction of	BESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. F. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S.	study N80-17082 A80-21121 corner A80-23876
HBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] HBYER, T. G. Low cycle fatigue life model for gas turbing engine disks HICHALKE, A. Importance of jet temperature on the prediction of	A80-22748 ne A80-24140 ction of A80-23922	HESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. F. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks	study N80-17082 A80-21121 corner A80-23876
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the prediction of the predictio	A80-22748 ne A80-24140 ction of A80-23922	BESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. F. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S. Delta wing of optimal configuration in superflow	study N80-17082 A80-21121 corner A80-23876
HBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] HBYER, T. G. Low cycle fatigue life model for gas turbing engine disks HICHALKE, A. Importance of jet temperature on the prediction of	A80-22748 ne A80-24140 ction of A80-23922	BESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. P. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIKOLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T.	study N80-17082 A80-21121 corner A80-23876 ersonic A80-21341
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the prediction of the predicti	A80-22748 ne A80-24140 ction of A80-23922 ction of	BESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. F. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S. Delta wing of optimal configuration in superflow	study N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem
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MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the prediction of the predicti	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922	DESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. F. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIKOLARY, V. S. Delta wing of optimal configuration in supplied NOGUCHI, T. Synthesis of an adaptive flight control systems	study N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the predict jet noise in flight MICHEL, U. Importance of jet temperature on the predict jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922	Digital flight control software validation [AD-A076021] NEWELL, G. P. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S. Delta wing of optimal configuration in supplied NOGUCHI, T. Synthesis of an adaptive flight control synthem observer	study N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem A80-22578
HBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] HBYER, T. G. Low cycle fatigue life model for gas turbing engine disks HICHALKE, A. Importance of jet temperature on the prediction of the predicti	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922	DESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. P. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks WIROLARY, V. S. Delta wing of optimal configuration in supplication NOGUCHI, T. Synthesis of an adaptive flight control synthem an observer WOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage	study N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem
HBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] HBYER, T. G. Low cycle fatigue life model for gas turbing engine disks HICHALKE, A. Importance of jet temperature on the prediction jet noise in flight HICHEL, U. Importance of jet temperature on the prediction jet noise in flight HIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation HIKHALEV, I. I.	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922	DESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. F. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks WIKOLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symmetric with an observer NOVIKOV, A. S. Calculation of the coefficient of secondary	A80-21341 stem A80-22578 y losses A80-21332
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the prediction jet noise in flight MICHEL, U. Importance of jet temperature on the prediction jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922	DESS, W. G. Digital flight control software validation [AD-A076021] NEWBLL, G. F. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symith an observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage NUSHTARY, IU. P.	\$\text{101} \text{y} \text{180} - 17082\$ \$\text{180} - 21121\$ \$\text{corner}\$ \$\text{480} - 23876\$ \$\text{ersonic}\$ \$\text{480} - 21341\$ \$\text{stem}\$ \$\text{480} - 22578\$ \$\text{y} \text{losses}\$ \$\text{480} - 21332\$
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the predict jet noise in flight MICHEL, U. Importance of jet temperature on the predict jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Failure accommodation in gas turbine engine	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23922	DESS, W. G. Digital flight control software validation [AD-A076021] NEWBLL, G. F. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symith an observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage NUSHTARY, IU. P.	A80-21341 stem A80-2578 y losses A80-21332
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the prediction jet noise in flight MICHEL, U. Importance of jet temperature on the prediction jet noise in flight MICHEL, B. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Pailure accommodation in gas turbine engine application to fan turbine inlet temperature.	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23922	Digital flight control software validation [AD-A076021] NEWELL, G. P. Airport capacity and delays NEWMAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symbol an observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage HUSHTARY, IU. P. A nonlinear problem of static aeroelasticity	A80-21341 stem A80-2578 y losses A80-21332
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the predict jet noise in flight MICHEL, U. Importance of jet temperature on the predict jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Pailure accommodation in gas turbine engine application to fan turbine inlet temperate reconstruction	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23922	DESS, W. G. Digital flight control software validation [AD-A076021] NEWBLL, G. F. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control synthesis of an adaptive flight control synthem observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage NUSHTARY, IU. P. A nonlinear problem of static aeroelasticity	A80-21341 stem A80-2578 y losses A80-21332
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the prediction jet noise in flight MICHEL, U. Importance of jet temperature on the prediction jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Pailure accommodation in gas turbine engine application to fan turbine inlet temperature construction MINAILOS, A. H.	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23922 A80-24244 parts A80-23066 es with ture	Digital flight control software validation [AD-A076021] NEWELL, G. Pa Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIKOLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symbol an observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage HUSHTARY, IU. P. A nonlinear problem of static aeroelasticity OCHAN, M. IU. Vibrations of a rotating deformable disk	A80-21341 stem A80-2578 y losses A80-21332
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the predictive noise in flight MICHEL, U. Importance of jet temperature on the predictive noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Pailure accommodation in gas turbine enging application to fan turbine inlet temperature reconstruction MINAILOS, A. N. Calculation of the supersonic flow field with the supersonic	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23926 A80-24244 parts A80-23066 es with ture A80-24247 ith	DESS, W. G. Digital flight control software validation [AD-A076021] NEWBLL, G. F. Airport capacity and delays NEWMAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control synthesis of an adaptive flight control synthem observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage NUSHTARY, IU. P. A nonlinear problem of static aeroelasticity OCHAN, M. IU. Vibrations of a rotating deformable disk ODINEBRO, M. A.	astudy N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem A80-22578 7 losses A80-21332 ty A80-21264
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the prediction jet noise in flight MICHEL, U. Importance of jet temperature on the prediction jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Pailure accommodation in gas turbine engine application to fan turbine inlet temperate reconstruction MINAILOS, A. H. Calculation of the supersonic flow field we wortices behind a slender rectangular wind.	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23926 A80-24244 parts A80-23066 es with ture A80-24247 ith	BESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. P. Airport capacity and delays NEWMAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIKOLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symbol an observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage HUSHTARY, IU. P. A nonlinear problem of static aeroelasticity OCHAN, M. IU. Vibrations of a rotating deformable disk ODINERMO, M. A. Development of a program for controlling the of bank of an orbital aircraft during enterpressor of the secondary in the secondary in an axial compressor stage	study N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem A80-22578 y losses A80-21332 ty A80-21264
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the prediction jet noise in flight MICHEL, U. Importance of jet temperature on the prediction jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Pailure accommodation in gas turbine enging application to fan turbine inlet temperature construction MINAILOS, A. N. Calculation of the supersonic flow field we vortices behind a slender rectangular with	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23922 A80-24244 parts A80-23066 es with ture A80-24247 ith	DESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. P. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symbol an observer WOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage HUSHTARY, IU. P. A nonlinear problem of static aeroelasticity OCHAN, M. IU. Vibrations of a rotating deformable disk ODINEBKO, N. A. Development of a program for controlling the	astudy N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem A80-22578 y losses A80-21332 ty A80-21264 A80-21096 ae angle try into
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the prediction jet noise in flight MICHEL, U. Importance of jet temperature on the prediction jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Pailure accommodation in gas turbine engine application to fan turbine inlet temperate reconstruction MINAILOS, A. N. Calculation of the supersonic flow field we vortices behind a slender rectangular wind MOEHRING, W. Modelling low Mach number noise	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23922 A80-24244 parts A80-23066 es with ture A80-24247 ith	BESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. P. Airport capacity and delays NEWMAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIKOLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symbol an observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage HUSHTARY, IU. P. A nonlinear problem of static aeroelasticity OCHAN, M. IU. Vibrations of a rotating deformable disk ODINERMO, M. A. Development of a program for controlling the of bank of an orbital aircraft during enterpressor of the secondary in the secondary in an axial compressor stage	study N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem A80-22578 y losses A80-21332 ty A80-21264
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the predict jet noise in flight MICHEL, U. Importance of jet temperature on the predict jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Pailure accommodation in gas turbine engine application to fan turbine inlet temperate reconstruction MINAILOS, A. M. Calculation of the supersonic flow field wavertices behind a slender rectangular wind MOEHRING, G. Modelling low Mach number noise MOLCHAROV, V. P.	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23922 A80-24244 parts A80-23066 es with ture A80-24247 ith ag A80-21320	DESS, W. G. Digital flight control software validation [AD-A076021] NEWBLL, G. F. Airport capacity and delays NEWMAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIKOLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symbol with an observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage HUSHTARY, IU. P. A nonlinear problem of static aeroelasticity OCHAN, M. IU. Vibrations of a rotating deformable disk ODINEBKO, H. A. Development of a program for controlling the of bank of an orbital aircraft during entitle atmosphere ODONI, A. R. Review and evaluation of national airspace	astudy N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem A80-22578 7 losses A80-21332 ty A80-21264 A80-21264
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the predict jet noise in flight MICHEL, U. Importance of jet temperature on the predict jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Failure accommodation in gas turbine engine application to fan turbine inlet temperate reconstruction MINATLOS, A. N. Calculation of the supersonic flow field with vortices behind a slender rectangular with MOCHAROY, V. P. Analytical investigation of the nonlinear	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23922 A80-24244 parts A80-24247 ith ag A80-21320 A80-23902	DESS, W. G. Digital flight control software validation [AD-A076021] NEWBLL, G. F. Airport capacity and delays NEWMAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIROLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symith an observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage HUSHTARY, IU. P. A nonlinear problem of static aeroelasticies OCHAW, M. IU. Vibrations of a rotating deformable disk ODINEBRO, M. A. Development of a program for controlling the of bank of an orbital aircraft during entitle atmosphere ODONI, A. R. Review and evaluation of national airspace models	study N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem A80-22578 7 losses A80-21332 ty A80-21264 A80-21264 A80-21279 system
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the predict jet noise in flight MICHEL, U. Importance of jet temperature on the predict jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Pailure accommodation in gas turbine engine application to fan turbine inlet temperate reconstruction MINAILOS, A. M. Calculation of the supersonic flow field wavertices behind a slender rectangular wind MOEHRING, W. Modelling low Mach number noise MOLCHAROV, V. P. Analytical investigation of the nonlinear characteristics of a small-aspect rectangular controlled in the supersonic characteristics of a small-aspect rectangular cha	A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23922 A80-24244 parts A80-24247 ith ag A80-21320 A80-23902	DESS, W. G. Digital flight control software validation [AD-A076021] NEWBLL, G. F. Airport capacity and delays NEWMAN, J. C., JR. Stress-intensity factors for two symmetric cracks BIKOLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symbol with an observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage NUSHTARY, IU. P. A nonlinear problem of static aeroelasticity OCHAN, M. IU. Vibrations of a rotating deformable disk ODINEBKO, H. A. Development of a program for controlling the of bank of an orbital aircraft during entitle atmosphere ODONI, A. R. Review and evaluation of national airspace models [AD-A078050] OSAKA, B.	astudy N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem A80-22578 7 losses A80-21332 ty A80-21264 A80-21264 A80-21279 system N80-17047
MBYER, L. J. A cooled laminated radial turbine technology demonstration [AIAA PAPER 80-0300] MBYER, T. G. Low cycle fatigue life model for gas turbing engine disks MICHALKE, A. Importance of jet temperature on the predict jet noise in flight MICHEL, U. Importance of jet temperature on the predict jet noise in flight MIELKE, R. R. Design of a turbojet engine controller via eigenvalue/eigenvector assignment - A new sensitivity formulation MIKHALEV, I. I. Technology of adhesive bonding of aircraft /2nd revised and enlarged edition/ MILLER, R. J. Failure accommodation in gas turbine engine application to fan turbine inlet temperate reconstruction MINATLOS, A. N. Calculation of the supersonic flow field with vortices behind a slender rectangular with MOCHAROY, V. P. Analytical investigation of the nonlinear	A80-22748 ne A80-22748 ne A80-24140 ction of A80-23922 ction of A80-23922 A80-23922 A80-24244 parts A80-24247 ith ag A80-21320 A80-23902 gular wing A80-21317	DESS, W. G. Digital flight control software validation [AD-A076021] NEWELL, G. P. Airport capacity and delays NEWHAN, J. C., JR. Stress-intensity factors for two symmetric cracks WIKOLARY, V. S. Delta wing of optimal configuration in superflow NOGUCHI, T. Synthesis of an adaptive flight control symbol with an observer HOVIKOV, A. S. Calculation of the coefficient of secondary in an axial compressor stage HUSHTARY, IU. P. A nonlinear problem of static aeroelasticity OCHAN, M. IU. Vibrations of a rotating deformable disk ODINENKO, N. A. Development of a program for controlling the of bank of an orbital aircraft during entitle atmosphere ODONI, A. R. Review and evaluation of national airspace models [AD-A078050]	astudy N80-17082 A80-21121 corner A80-23876 ersonic A80-21341 stem A80-22578 7 losses A80-21332 ty A80-21264 A80-21264 A80-21279 system N80-17047

OSTERBECK, P. G.		PRATT, R.	
The innovative application of boost engine technology to the design of a variety of		Circumpolar measurements of ozone, particl carbon monoxide from a commercial airlin	es, and er
tactical and strategic aircraft [AIAA PAPER 80-0190]	A80-22740		A80-21460
D	800-22740	PRATT, S. G. Digital adaptive controllers for VTOL vehi Volume 1: Concept evaluation	cles.
PARKER, R. L., JR. Experiments for the reduction of wind tunn	nol wall	[NASA-CR-159154-VOL-1] Digital adaptive controllers for VTOL vehi	N80-16065 cles.
interference by adaptive-wall technology [AD-A076555]	<i>!</i>	Volume 2: Software documentation [NASA-CR-159154-VOL-2]	N80-16066
PARSONS, C. L.	N80-17088	PROBITY, J. Composite material application to the MK12	A RV
The role of satellite altimetry in climate [NASA-TP-1570]	N80-16676	midbay substructure [AD-A076485]	N80-17152
PARTHASARATHY, S. P. Excess noise from supersonic underexpanded	l jets in	PSHENICHHOV, G. I. Methods of computer-aided aircraft design	
flight. I	A80-23923	•	A80-23068
PARTS, L. Assessment of the flammability of aircraft		R	
hydraulic fluids		RABINOVICE, M. I.	
[AD-A076512] PAVLOV, IU. I.	N80-17227	Improvement of control system dynamics of	means of
Designing of the test units for aircraft e	engines	additional hydraulic load feedback	A80-21260
PAVLOVETS, G. A.	A80-23069	RADOVSKY, S.	
Plow over a plate in the presence of a vor	tex sink 180-21295	Parameter sensitivity in time varying line systems, with an application to the dyna VTOL aircraft	ar mics of
PCHELKINA, T. S. The operation of airports: Maintenance and	l unkeen	RAB, W. H., JR.	A80-24257
/Handbook/	A80-23088	Recent research on V/STOL test limits at t University of Washington aeronautical la	he boratory
PECHERSKII, M. A. The operation of airports: Maintenance and	upkeep	[NASA-CR-3237] RAJNIC, R.	N80-16068
/Handbook/	A80-23088	Dipole broadside glide slope array [AD-A077042]	N80-16047
PECZKOWSKI, J. L. Multivariable synthesis with inverses		RAJU, I. S. Stress-intensity factors for two symmetric	
PRIGREY, J.	A80-24246	cracks	A80-23876
Prediction of dynamic properties of a roto supported by hydrodynamic bearings using		RAMCHAND, K. Systems analysis for planning of air fleet:	
finite element method [CETIM-1-4A-29-0]	N80-17482	maintenance facilities	
PENNOCK, A. P.	100-17402	RAMBATH, R. V.	A80-21935
Mixer nozzle noise characteristics [AIAA PAPER 80-0166] PETERSON, J. B., JR.	A80-23936	Parameter sensitivity in time varying lines systems, with an application to the dynam VTOL aircraft	ar mics of
Wind-tunnel/flight correlation study of aerodynamic characteristics of a large f supersonic cruise airplane (XB-701) 2:		Frequency-domain control design for variable linear systems	A80-24257 Le
Extrapolation of wind-tunnel data to ful conditions	l-scale	BAMOHALLI, K.	A80-24261
[NASA-TP-1515]	N80-16032	Novel approaches for alleviation of electri	ical
PETROCCHI, G. Bit slices in a radar processor		hazards of graphite-fiber composites [NASA-CR-162683]	N80-16100
PHILIPPE, P.	A80-23530	RANG, B. R. Digital flight control software validation	study
Experimental study of the aerodynamics of helicopter rotor blade model in an unste		[AD-A076021] RAO, A. K.	N80-17082
regime during wind tunnel tests [AAAP-NT-79-21]	N80-17036	Systems analysis for planning of air fleets maintenance facilities	s and
PIANKO, M.			A80-21935
Research	A80-21962	RAYMER, D: P: Advanced strategic aircraft concepts	
PLOKHIKH, V. P. Development of a program for controlling t		[AIAA PAPER 80-0188]	A80-23940
of bank of an orbital aircraft during entitle the atmosphere	try into	REBD, P. H. The nature of aircraft and complex system reliability and maintainability character	istics
PODLUBNYI, V. V.	A80-21279	REINHART, L. E.	A80-21239
The interaction of three shock waves	A80-21313	Detailed design and fabrication of a Helico Ground Mobility System (HGMS)	pter
PODVIDZ, G. L. Plow of a compressible fluid over an isolate	ted	[AD-A076932] REINKING, R. P.	N80-17087
airfoil and through a cascade	A80-21302	Sub-cloud eddy fluxes and scales of vertica motion in a cumulus environment	1
POINSART, H. Airborne radar - Evolution and diversificat	tion	RHODES, J. B.	A80-21630
	A80-24382	Design for continuing structural integrity	
POLHEBUS, N. W. A multiple transfer function model for air control systems	traffic	RICHARZ, W.	A80-24138
POWELL, P. E.	A80-21887		01se 180-23909
Infrared runway collision avoidance system	analysis	RIZK, M. H. Propeller slipstream/wing interaction in th	e
[AD-A078131]	N80-16069	transonic regime	A80-22733

RIZZETTA, D. P.		SAWYER, W. C.	
Computations of the pitching oscillation of		Wind-tunnel/flight correlation study of	
64A-010 airfoil in the small disturbance [AIAA PAPER 80-0128]	A80-23012	aerodynamic characteristics of a large fl supersonic cruise airplane (XB-701) 2:	exible
ROBINSON, P.	200 25012	Extrapolation of wind-tunnel data to full	-scale
Short haul transport for the 1990s		conditions	
DOGE S H	A80-22046		N80-16032
BOCK, S. H. Optimal output feedback for systems having	direct	SCHAFEP, R. H. Prequency dependent precompensation for dom	inance
feedthrough of control		in a four input/output theme problem mode	:1
	A80-24266		A80-24242
ROKHSAZ, K. Aerodynamic-structural analysis of dual bla	aded	SCHAIRER, E. T. Turbulence measurements in the boundary lay	er of a
helicopter systems		low-speed wind tunnel using laser velocim	
[NASA-CR-162754]	N80-17061		N80-16300
ROMASHKOV, V. H.	unkaan	SCHERING, D. C.	£1.
The operation of airports: Maintenance and /Handbook/	nbyeeb	Measurement of radiation patterns of aircra antennas in non-steady flight	IL
,,	A80-23088	[NLR-TR-78018-U]	N80-17348
ROMEO, G.		SCHLIBSING, J. A.	
The process of chemical milling in machinimaircraft structures	ıg	Orbiter landing loads math model descriptio correlation with ALT flight data	n and
diffidit belatetates	A80-21676		N80-16091
ROOD, E. P., JR.		SCHUETZ, D.	
Accuracy of hydrofoil loading predictions	obtained	Collection and analysis of in service fligh histories of the initiation of fatigue da	
from a lifting-surface computer program [AD-A074702]	N80-16233		N80-17518
ROSE, L. R. F.		On the fatigue life evaluation of jointed	
The fracture of a parachute hook: A case		specimens undergoing load transfer with r	egard
the role of materials parameters in reli- analysis	ability	to stress concentration [BMVG-PBWT-79-11]	N80-17519
[ARL-MAT-NOTE-125]	N80-17506	SCHUSTER, B. P.	1.00 1.313
· _		Investigation of ground effects on large an	
S		scale models of a three fan V/STOL aircra	ift
SAHGAL, R. K.		configuration [NASA-CR-152240]	N80-16030
Failure accommodation in gas turbine engine	es with	SCHWANZ, R. C.	
application to fan turbine inlet tempera		Parameter identification of flexible flight	
reconstruction	A80-24247	<pre>vehicles assuming a low-reduced-frequency aerodynamic representation</pre>	
SAIN, H. K.	AUU 24247		N80-16054
Frequency dependent precompensation for do	minance	SCHWEITZER, G.	_
in a four input/output theme problem mode	el A80-24242	A rotor supported without contact - Theory application	and
Multivariable synthesis with inverses	HUU-24242		A80-23980
•	A80-24246	SEBACHER, D. I.	
SAJBEN, N.	n a 1	Summary of aircraft results for 1978 souther	
Unsteady transonic flows in a two-dimension diffuser	пот	Virginia urban plume measurement study of nitrogen oxides, and methane	. Ozone,
[AD-A075261]	N80-17033	[NASA-TM-80146]	N80-16575
SALLEE, G. P.		SEEBASS, R.	
Expanded study of feasibility of measuring in-flight 747/JT9D loads, performance,		Transonic flow past oscillating airfoils	A80-21233
clearance, and thermal data		SEHRA, A. K.	2.233
[NASA-CR-159717]	N80-16063	Boundary layer and wake modifications to	_
SAMANT, S. S.		compressor design systems: The effect of blade-to-blade flow variations on the mea	
Summary of theoretical and experimental investigations of vortex lift at-high-an	ales-of-	field of a transonic rotor	1110
attack	3	[AD-A076204]	N80-17075
[AD-A074483]	N80-16037	SEIRANIAN, A. P.	
SAMORODOV, IU. A. The operation of airports: Maintenance and	nnkeen	The relationship between the critical rever divergence speeds for a straight wing	sal and
/Handbook/		artorjones of comp for a serarjan army	A80-21310
	A80-23088	SELBERG, B. P.	
SANDFORD, J. W. de Havilland - The changes ahead		<pre>Aerodynamic-structural analysis of dual bla helicopter systems</pre>	aded
de navilland - The Changes anead	A80-23304	[NASA-CR-162754]	N80-17061
SANDSHARK, N.		SENNE, K. D.	
Effects of idealizing three-dimensional ge		Controlling adaptive antenna arrays with the	ne .
with two-dimensional models in temperatu stress analysis of engine components	ге апо	sample matrix inversion algorithm	A80-23283
buress undiffus of engine components	A80-24310	SEREBRIISKII, IA4 M.	
SARMA, V. V. S.	_	Approximate method of determining the wave	
Systems analysis for planning of air fleet maintenance facilities	s and	a profile in the presence of a local supe	ersonic
mgintenduce idelitities	A80-21935	region	A80-21319
SAROHIA, V.		SHAIN, IU. IA.	
Excess noise from supersonic underexpanded	jets in	Designing of the test units for aircraft er	ngines 180-23069
flight. I	A80-23923	SHANKAR, V.	A0U-23U09
SAUGERUD, O. T.		Computational and simplified analytical tre	eatment
Effects of idealizing three-dimensional ge		of transonic wing-fuselage-pylon-store	
with two-dimensional models in temperatu stress analysis of engine components	te and	interactions [AIAA PAPER 80-0127]	A80-23013
232 000 GUGTIOTO OT CHÂTHC COMPONEROS	A80-24310	SHABBON, R. H.	
		Human factors in aircraft accidents	

COlbon n v			
SHARPE, E. L. Durability of foam insulation for LH2 ruel	40 n k a	SOKOLOV, L. A.	_
of future subsonic transports	tanks	Influence of an entropy layer on boundary	layer
or receive perposite creats ports	A80-22687	separation in hypersonic flow	100-21207
SHAVROV, V. B.	200 22007	SORRELLS, R. B., III	A80-21287
History of Soviet aircraft design to 1938:		Wind-tunnel/flight correlation study of	
toward a history of aircraft production,	/2nd	aerodynamic characteristics of a large f	lexible
revised and enlarged edition/	.00 00000	supersonic cruise airplane (XB-701) 2:	
SHAW, M.	A80-22839	Extrapolation of wind-tunnel data to ful	l-scale
Distribution analysis for F100(3) engine		conditions [NASA-TP-1515]	200 46030
[NASA-CR-159754]	N80-17073	SPANIER, G.	N80-16032
SHEBARPOLSKII, P. IA.		Deformographics: High-resolution projecti	O.B.
Calculation of the coefficient of secondary	y losses	display development for air traffic cont	
in an axial compressor stage		purposes	
	A80-21332	[AD-A078023]	N80-17051
SHIEMBOB, L. T.	•	SPENCER, D. A.	
Some considerations of the performance of the honeycomb gas path seal material systems		The Aircraft Reply and Interference Enviro	
[NASA-TM-81398]	N80-16143	Simulator (ARIES). Volume 1: Principle operation	S OI
SHINDO, S.		[AD-A074542]	N80-16044
Recent research on V/STOL test limits at the		The Aircraft Reply and Interference Enviro	
University of Washington aeronautical la		Simulator (ARIES). Volume 2: Appendice	
[NASA-CR-3237]	N80-16068	principles of operation	
SHIOVITZ, N. N.		[AD-A074482]	N80-16045
Detailed design and fabrication of a Helico Ground Mobility System (HGMS)	opter	STAGLIANO, TA R.	
[AD-A076932]	N80-17087	An evaluation of the ADINA finite element for application to aircraft overpressure	
SHIRANOV, IU. V.		vulnerability	
Development of a program for controlling the		[AD-A074261]	N80-16056
of bank of an orbital aircraft during en	try into	STALNAKER, H. D.	
the atmosphere		Variations in crack growth rate behavior	
CHTI DOT 7 M	A80-21279		A80-23858
SHKADOV, L. M. Development of a program for controlling the	ho anglo	STRIN, G.	
of bank of an orbital aircraft during en		Digital adaptive controllers for VTOL vehi- Volume 1: Concept evaluation	cies.
the atmosphere		[NASA-CR-159154-VOL-1]	N80-16065
•	A80-21279	Digital adaptive controllers for VTOL vehi	
SHYPRYKEVICH, P.		Volume 2: Software documentation	
Characterization of graphite/epoxy laminate	es for	[NASA-CR-159154-VOL-2]	N80-16066
aeroelastic tailoring		STERN, H. A.	
STCIADT W 3	A80-21130	Simulated transonic flows for aircraft wit	h
SICLARI, M. J. The nonlinear supersonic potential flow over	er delta	nacelles, pylons, and winglets [AIAA PAPER 80-0130]	****
wings	er derta	STINSON, I. L.	A80-23933
	A80-23942	Design and engineering of carbon brakes	
SIEGENTHALER, A.			A80-22271
Experiments on the diffraction of weak blas	st waves	STORCKLIN, R. L.	
- The von Neumann paradox		The 737 graphite composite flight spoiler	flight
SIMPSON, R. W.	A80-24360	service evaluation	4745
Review and evaluation of national airspace	SVSTAM	[NASA-CR-159094]	N80-17147
models	5/500	Preliminary design of graphite composite warm panels for commercial transport aircraft	ing
[AD-A078050]	N80-17047	[NASA-CR-159150]	N80-17148
SIMPSON, W. R.		STRACK, R.	
The accelerometer methods of obtaining airc		Air traffic control/full beacon collision	
performance from flight test data dynamic	C	avoidance system, Knoxville simulation	
performance testing [AD-A075226]	N80-17066	[AD-A074555]	N80-16043
SISTO, F.	NOU-1/000	STRANO, M. A.	
Research on the flutter of axial turbomachi	ine	Compilation of data covering aircraft serv facilities aboard aviation and amphibiou	
blading		aviation ships	3
[AD-A074597]	N80-16064	[AD-A076443]	N80-17022
SJOBLON, B. G. A.		STROBRIDGE, T. R.	
Effects of design parameters on cooling air	r	Titanium combustion in turbine engines	
requirement in a gas turbine combustor [IOG-C3797]	N80-17072	[AD-A0/5657]	N80-16059
SKELTON, G.	MOU-1/0/2	STRUMIA, A.	
Accident data systems study requirements an	nalvsis	Navigation systems for modern aircraft	A80-21965
for a FAA accident data system	1	STUBBS, S. M.	A00-21303
[AD-A075611]	N80-17043	Design considerations for attaining 200-km	ot test
SLOBODIANIUK, L. I.	_	velocities at the aircraft landing loads	
Determination of start-up pressure losses i	tor	traction facility	
gas-turbine engine compressors	A80-21052	[NASA-TH-80096]	N80-16071
SHITE, A.	AUU-21VJ2	SUNDSRUD, G. J.	_
Investigation of rapidly deployable plastic	c foam	Patigue data on a variety of nonwoven glass composites for helicopter rotor blades	5
systems. Volume 1: System development		-2-bostocs for meticoheet foror middes	A80-21136
[AD-A076332]	N80-17222	SUTTON, R. C.	21150
SHITH, P. R.		The innovative application of boost engine	
Aerodynamic investigation of C-141 leading		technology to the design of a variety of	
modification for cruise drag reduction, t		tactical and strategic aircraft	
[AD-A076610] SHITH, R. C.	N80-17063	[AIAA PAPER 80-0190]	A80-22740
Transonic swept-wing analysis using asympto	otic and	SWEDISH, W. J. Evaluation of the potential for reduced	
other numerical methods	·	longitudinal spacing on final approach	
[AIAA PAPER 80-0342]	A80-22751	[AD-A076434]	N80-16049

T		VELUPILLAI, D. Airliner simulator census	
•		HILLIMEL SIMULATOR CERSUS	A80-24472
TAIG, I. C. Principles of design of a carbon fibre co	mposite	VERBRUGGE, R. A. Initial study of the response of an aircra	
aircraft wing	A80-22270	lateral gusts [AAAF-NT-79-03]	N80-17084
TAYLOR, A. H. Thermostructural analyses of structural co	oncepts	VERSHURE, R. W., JR. A cooled laminated radial turbine technology	ďλ
for hypersonic cruise vehicles [AIAA PAPER 80-0407]	A80-23950	demonstration [AIAA PAPER 80-0300]	A80-22748
TELLEGEN, H. Measurement of radiation patterns of aircr	raft	VIEGAS, J. R: An experimental and numerical investigation	n of a
antennas in non-steady flight [NLR-TR-78018-U] THOMPSON, J. P.	N80-17348	three-dimensional shock wave separated to boundary layer [AIAA PAPER 80-0002]	arbulent A80-22727
The application of a parameteric method of load measurement to wings based on flight		VOLKER, R. Combined wibration/temperature/sideload	
measurements on a Lightning Mk T5 [ARC-R/M-3836] TIJDEMAN, H.	N80-17068	environmental testing of UHF blade antender VOLKOV, IU. N.	nas N80-17301
Transonic flow past oscillating airfoils	A80-21233	The operation of airports: Maintenance and /Handbook/	upkeep
TIMOSHENKO, V. I. Calculation of the supersonic flow past a		VON BONIN, L.	A80-23088
bielliptical body	-	Analytical and numerical studies of the ef	
TIPTOW, A. G. Status of cavity noise phenomena measurem	A80-21342	aircraft design parameters on the geometre the circular transition-curve of an option	mized
suppression on the B-1 aircraft	N80-16202	transition- and climb-path for the jet-a: takeoff	
TITOV, M. I. The reliability of the mechanical componen		•••	A80-23373
flight vehicles	A80-23086	WAGGORER, E. G.	
TOMLINSON, B. N. SESAME: A system of equations for the sin		Computational transonic analysis for a supercritical transport wing-body configu	uration
of aircraft in a modular environment [RAE-TR-79008] TROADEC, JP.	N80-17069	[AIAA PAPER 80-0129] WALKER, E. K. Dessign for continuing structural integrity	A80-23932
The case of subsonic jet aircraft	A80-21961	WALTER, W. A.	A80-24138
TSAI, S. W. Composite materials: Testing and design;		Distribution analysis for F100(3) engine [NASA-CR-159754]	N80-17073
Proceedings of the Fifth Conference, New Orleans, La., March 20-22, 1978		WARD, H. Research on the flutter of axial turbomach	ine
TSUI, K. C.	A80-21126	blading [AD-A074597]	N80-16064
Feasibility and concept study to convert NASA/AMES vertical motion simulator to helicopter simulator	a	WEHREND, W. R., JR. Plight tests of the total automatic flight system (Tafcos) concept on a DHC-6 Twin (
[NASA-CR-152193] TUJAKA, S.	N80-16070	aircraft [NASA-TP-1513]	N80-17081
Reliability problems in avionics	A80-22723	WELLMANN, J. Airfoil with minimum relaxation drag	
TUNAKOV, A. P. Optimization methods in fine-finishing and	đ	WELSH, J. P.	180-22914
designing gas-turbine engines	A80-23071	Development of lightweight transformers for airborne high power supplies	ŗ
11		[AD-A076215] WHALEY, P. W.	N80-17366
ULBRICH, H.		Calculation of natural frequencies and mode of mass loaded aircraft structures	e shapes
A rotor supported without contact - Theory application	y and	WHITE, O. L.	N80-17278
ULIANOV, I. R.	A80-23980	Fiscal year 1979 scientific and technical r articles, papers and presentations	reports,
Designing aircraft-engine air ducts	A80-23067	[NASA-TH-78250] WHITE, R& P., JR.	N80-17014
V		Summary of theoretical and experimental investigations of vortex lift at high and	gles of
VAKAR, H. V.		attack [AD-A074483]	N80-16037
Designing aircraft-engine air ducts	A80-23067	WICKS, B. J. The fracture of a parachute hook: A case s	
VALENTA, F. J. Pyrotechnic delay cutters for more severe accelleration and temperature environme:	nts	the role of materials parameters in relia analysis [ARL-MAT-NOTE-125]	N80-17506
VAN VORST, W. D.	A80-23462	WIRNER, B. L. Aircraft collisions	
Electronic fuel injection techniques for powered I.C. engines	hydrogen	DTIED C. D	A80-24027
VANGOOL, H. F. C.	A80-23205	WILER, C. D. Advanced strategic aircraft concepts [ATAA PAPER 80-0188]	A80-23940
The influence of simulator motion wash-out on the performance of pilots when stabil		WILLIAMS, L. J. Toward new small transports for commuter ai	irlines
aircraft attitude in turbulence [NLR-TR-78022-U]	N80-17094		A80-21224

PERSONAL AUTHOR INDEX ZUPP, G. A., JR.

WINDLE, J.
Air traffic control/full beacon collision
avoidance system, Knoxville simulation
[AD-A074555] N80-16043 WINTER, R.
Investigation of the crash-impact characteristics
of advanced airframe structures [AD-A075163] N80-17067 General aviation airplane structural crashworthiness user's manual. Volume 2: Input-output, techniques and applications
[AD-A075949] WORNON, D. B. Summary of aircraft results for 1978 southeastern Virginia urban plume measurement study of ozone, nitrogen oxides, and methane [NA SA-TH-80146] WORZEL, D. Composite components under impact load and effects of defects on the loading capacity [NASA-TM-75351] Aerodynamic-structural analysis of dual bladed helicopter systems [NASA-CR-162754] N80-YAMADA, H.
Wind tunnel design and performance for rough wall
turbulent boundary layer YATES, J. E.
A study of production and stimulated emission of sound by vortex flows The aerodynamics of a jet in a crossflow [AD-A076375] N80-16034 YEUNG, B. C. H.
Vortex shedding mechanisms in relation to tip
clearance flows and losses in axial fans [ARC-R/M-3829] YOSHIHARA, H.

Computations of the pitching oscillation of a NACA
644-010 airfoil in the small disturbance limit
[AIAA PAPER 80-0128]

A80-23012 Formulation of the three dimensional transonic unsteady aerodynamic problem
[AD-A075403] N80 Z ZOLLARS, G. P. Technological forecasting-aircraft design. Citations from the International Aerospace Abstracts data base [NTIS/PS-79/1017/7] ZOLOTOY, A. A.

The reliability of the mechanical components of flight vehicles ZUPP, G. A., JR.
Orbiter landing loads math model description and correlation with ALT flight data
[NASA-RP-1056]
N80-1 N80-16091

CONTRACT NUMBER INDEX

AERONAUTICAL ENGINEERING / A Continuing Bibliography (Suppl. 122)

MAY 1980

Typical Contract Number Index Listing



Listings in this index are arranged alphanumerically by contract number. Under each contract number, the accession numbers denoting documents that have been produced as a result of research done under that contract are arranged in ascending order with the *IAA* accession numbers appearing first. The accession number denotes the number by which the citation is identified in either the *IAA* or *STAR* section.

AF ORDER 177-847	EPRI PROJ. 638-1 N80-16152
AF PROJ. 2304 N80-17044	FAA PROJ. 014-100-100
	N80-17043
AF PROJ. 2307 N80-17033	PAA PROJ. 031-241-830 N80-16048
N80-17075	N80-17048
AF PROJ. 2401	FAA PROJ. 052-241-04
N80-17034	N80-16044
N80-17064	N80-16045
AF PROJ. 2402	FAA PROJ. 052-241-310
N80-17045	N80-16043
AF PROJ. 2404 .	PAA PROJ. 071-713-800
N80-17063	N80-17049
AP PROJ. 3048	FAA PROJ. 201-521-100
N80-17227	N80-17070
N80-17242	FAA PROJ. 975-200-00A
AP PROJ. 3145 N80-17366	H80-17051 F09603-77-A-0204
	N80-17063
AP PROJECT ESD-9-0864 A80-21429	F19628-78-C-0002
DA PROJ. 1L2-62209-AH-76	N80-16044
N80-17067	N80-16045
DA PROJ. 1W1-62113-A-661	F33615-75-C-2014
N80-17152	N80-17366
DAAG29-76-G-0259	F33615-75-C-2063
N80-17824	A80-24140
DAAG29-78-G-0152	F33615-76-C-2015
N80-17824	N80-17227
DAAG46-76-C-0073	F33615-76-C-2118
N80-17152	N80-17075
DAAJ02-77-C-0062	F33615-77-C-0115
N80-17067 DAAJ02-77-C-0077	180-23940 P33615-77-C-2096
N80-17087	A80-24266
DAAJ02-77-C0032	F33615-77-C-3124
A80-22748	N80-17064
DNA001-78-C-0057	P33615-77-C-3126
N80-16056	· A80-23942
DOT-PA72NA-741	P33615-77-C-5023
A80-21887	N80-17509
DOT-FA72WAI-356	F33615-77-C-5073
N80-16259	N80-17510
DOT-FA74WA-3353 N80-16047	F33615-78-C-0509 N80-17046
DOT-PA75WA-3650	F33615-78-C-3201
N80-17080	N80-17034
DOT-FA75WA-3662	F33615-78-C-3402
N80-17057	N80-17045
DOT-FA75WA-3707	F33615-78-C-3605
N80-17042	N80-17082
DOT-PA75WAI-530	F49620-77-C-0082
N80-16197	¥80-17033
DOT-PA77WAI-261	MIPR-FY1456-78-00006
N80-16044 N80-16045	N80-17222
DOT-FA77WAI-786	MIPR-FY1456-79-00002 N80-17222
N80-16046	NASA ORDER C-4952-1
DOT-FA78WA-4196	N80-16070
N80-16069	NASW-3199 N80-16104
DOT-FA78WAI-831	HAS1-11668 H80-17147
N80-16059	NAS1-13816 N80-17062
DOT-PA79WA-4184	WAS1-14503 A80-23903
N80-16049	NAS1-14732 A80-23933
DOT-TSC-1491 N80-17047	WAS1-14759 A80-21130
	NAS1-14921 N80-16065

¥80-16066
NAS1-15033 A80-23903 NAS1-15107 N80-17148
NAS1-15337 N80-16839
NAS1-15369 N80-16033
NAS2-9690 N80-16030 NAS2-9884 N80-16070 NAS2-9913 A80-22733
NAS2-9884 N80-16070 NAS2-9913 A80-22733
NAS3-20602 NBO-17074
MASJ-20632 M80-16063
HAS3-20835 H80-17073 HAS3-21260 H80-16061
NAS3-21260 N80-16061 N80-16062
NAS7-100 A80-21228
A80-23923
N80-16100 NCA2-OR-730-601
A80-22751
NGL-48-002-035
N80-16068 NGR-22-009-378
N80-16060
NGR-36-009-017
N80-16051 NR PROJ. 094-363
#80-16064
NR PROJECT 212-257
A80-23013
NSG-1377 A80-23901 NSG-1459 N80-16226
NSG-1519 A80-24244
NSG-1616 N80-16577 NSG-1645 N80-16296
NSG-1645 N80-16296 NSG-2375 N80-17061
NSG-3048 A80-24242
MSG-3138 A80-21460
N00014-74-C-0091
N80-16037 N00014-75-C-0520
A80-22751
N00014-76-C-0540
N80-16064 N00014-76-C-1229
N80-17090
N00014-78-C-0441
N80-16234 N00014-78-C-0477
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